# Morning Oregonian.

VOL. 28—NO. 8963. PORTLAND, OREGON, WEDNESDAY, FEBRUARY 22, 1888. PRICE FIVE CENTS.


## TEACHERS' INSTITUTE.

Saturday the 18th inst. the little town ... situated on the line of the O. ... and distant about three miles ... was invaded by an army of ... (twenty in number) who had assembled ... house to a call from County Superintendent ... A. ... for the purpose of holding ... Institute. This school is presided ... Burnham, who met the visiting teachers ... train and conducted them to the ...

During the teachers present were Mrs. ... Misses Morgan, Shank, McFaden, ... and ... reene, and Messrs. Rhodes, ... Burnham, Sabin, McBain and Jones, ... meeting was called to order by the ... Mrs. ... The first thing on the ... was the subject of arithmetic for ... grades, by Mr. Prentice, followed by a discussion on the same subject by ...

... I wed with a ... excellent ... on Saturday 4th of January ... on teachers present for a report of the ... mon h. Mr. Rhodes and Miss Morgan ... d, report the least per cent of tardiness ... instruction and as subjects of ... teachers by Mrs. ... ve the institute a ... partake fat and full repast ... the kind people of the neighborhood. ... the meeting was again called to order ... ... Mr. ... by reading work of the ... ... the latter which they were favored ... ... The teacher must be what he ...

... tendering a vote of thanks to the ... people of Wildburg for their entertain ... also to the Rev. Mr. Pl... for his able ... ture, the institute adjourned to meet at ... the president.

PHILIP M. ... BAKER, Secy pro tem.

## SOCIETY REUNIONS.

... lodge of Masons was instituted Tuesday ... at Eagle, W. T., with the following ... A. Nesmith, W. M.; W. ... Wagner, S. W.; E. ... Kyle, Secretary; ... Ehrman, S. H.; ... Patten, S. D.; ... Hagen, J. D.; ... Nelson, S. ... Wilkes, chaplain; W. ... Chapman, ...

The following officers of John A. Logan Post, ... of Starkey, W. T., were regularly ... in their respective places by Comrade ... a few days ago: W. A. Griffith, P. C.; ... icus, Sr. V. C.; Wm. Westcott, P. C. ... Dixon, J. C.; E. M. Hayes, O. D.; ... burg, O. G.; Dutton Allen, S. H. Mc... chap.; J. Tant, Sergt. Maj.; C. ... S.

## PRESS PITH.

... true it is that we never know what ... and the merchant who never advertises ... store.—Buck.

... our father a brilliant man," asked the ... r.—Brooklyn Eagle.

... "No," replied the boy, "the slings ... poses you don't mind a baby."—Bos...

... who had advertised for a companion, ... plied that applicant, "I used to be a young ... York Sun.

... Minister reading a newspaper—... what is this Reading strike' Mr. Mc... who seldom reads a paper.—O, I guess ... boycotting some author.—San Fran...

... fool though she is considered, pos... a marked degree the faculty of making ... out of little. Feed her corn by the pe... reals it by the peck.—Binghamton ...

... were customary in this country to con... ... upon men who rank in literature ... I be asked a conceited journalist ... terior. "Bacon of Ideas, was this term ... lexan...ings.

... mer.—Have you some good cheese, Mr. ... ...ese.—Yes, indeed something ... ld customer.—Not this time, Mr. ... but the doctor has ordered absolute ... the house on account of the sick baby.

... e most wife-saving gift that ever ... ll bring the farmer and his family ... ars. But ... ver absent minded as to forget the ... afternoon of ... and go right on scrubbing ... stars are peeping in above the distant ...

... cost but of little ... The duck soup ... ...ot much a big one, James. How would ... have some of the dressing?" Poor ... The will needs more and if they ... ...t bring it we may have a small piece of ... ...—Lewis Sayings.

... ...n present one of these days for the Pre... ...ial ... Yes, but ... ...ne! Likely! Why not? ... ...ye been working out his trousers ... ...ng on! ... ...ld have to go at ... ...kets. ... ...ice Journal.

... think any ... ance should be ... ...been ... ...e leads, he says, and side ... at are duly reported ... ...n to elevated trains. Not a bit ... ...ne friend. The only man stand ... the thing is the family entrance to ... ...New York Sun.

... man. My stars, sir, I was a disgrace ... ...ro my uncle Ambrose Mahala dam... ...ere ministers said. "Well, ... ...hat did you do with yourself?" ... ...he loved me and tried to remember ... ...sufferer and a man when the ... ...was ... ...ngress ... ...—Omaha ...


F. H. Mann & Co.'s ... ...ray ... ...ark fathomed ... ...ere is ... ...that ghastly ... ...bane. It ... ...ed ... ...under ... ...DON'T ... ...at the ... ...ured donor of ... ...ctiveness (the dental row ...

ROYAL BAKING POWDER

Absolutely Pure.

...der never varies. A marvel of pur... ...d wholesomeness. More economical ... ...e kinds and cannot be sold in compe... ...short weight alum or phosphate ... ...powders. Sold only in cans. ROYAL ... COLEMAN & CO., Agts. San Francisco.

... ATH ... ...E ... ...ANDE ... ...HOGRAPHERS ... PRINTERS ...

... US! ... MATZOS! ...GON STEAM BAKERY. ...HEO. H. LIEBE & CO. ...



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Portland..... 4:00 P M San Francisco.. 7:40 A M

San Francisco..... 5:30 P M Portland..... 10:00 A M

Local Passenger Daily, except Sunday.

LEAVE ARRIVE

Portland..... 8:00 A M Eugene..... 2:40 P M

Eugene..... 9:00 A M Portland..... 3:45 P M

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Corvallis..... 1:00 P M Portland..... 5:15 P. M

At Albany and Corvallis connect with trains of the Oregon Pacific R. R.

Express Train.

LEAVE. ARRIVE.

Portland..... 4:45 P M Corvallis..... 9:00 P. M.

Corvallis..... 9:45 A M Portland..... 9:00 A M.

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Corner First and Front Sts., Portland, Or.

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E. KOEHLER, Manager.

GREAT OVERLAND ROUTE.

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Leaving Portland at 7:30 A. M. and 4:45 P. M. Arriving at The Dalles at 4:45 P. M. and 7:30 A. M.

Connecting at Wallula Junction with Northern Pacific for Helena, St. Paul and the East.

Leaving Portland at 7:30 A. M. connects at The Dalles with Express for Shaniko, Prineville and Fossil.

Leaving Portland at 4:45 P. M. connects at Huntington with Overland Express for Denver, Council Bluffs, Kansas City and the East. Pullman Palace and Tourists Sleeping Cars on all through trains. West bound trains arrive at 7:15 A. M. and 6 P. M.

SAN FRANCISCO LINE:

| FROM PORTLAND, Leaving at 12 Midnight, as follows: | | FROM SAN FRANCISCO, Leaving Spear St. wharf at 10 A. M. as follows: | |
|---|---|---|---|
| State Tuesday | Feb 14 | State Friday | Feb 3 |
| Columbia Wednesday | Feb 15 | Columbia Monday | Feb 6 |
| Oregon Thursday | Feb 16 | Oregon Tuesday | Feb 7 |
| State Friday | Feb 17 | State Sunday | Feb 12 |
| Columbia Saturday | Feb 25 | Columbia Monday | Feb 13 |
| State Wednesday | Feb 29 | State Friday | Feb 24 |
| | | Oregon Tuesday | Feb 28 |

The company reserve the right to change steamers or sailing dates.

TO ASTORIA.—Str. R. R. Thompson leaves Ash street dock every Monday, Wednesday and Saturday at 11:30 P. M., or on arrival of Oregon Pacific train. Returning leaves Astoria every Tuesday, Thursday and Sunday at 8 A. M., for Portland.

TO DALLES AND CASCADES—

Leave Ash street dock 7 A. M. (except Sunday) for Oregon City, Dayton and Corvallis.

Steamer leaves Portland at 7 A. M. Mondays, Wednesdays and Fridays for Day on and way points. Returning, leaves Dayton at 6 A. M. Tuesdays, Thursdays and Saturdays. For Albany and way points at 6 A. M. Mondays and Thursdays. Returning leaves Albany Wednesdays and Saturdays.

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CHAPPED HANDS, ECZEMA, HIVES, and other affections of the skin can be quickly relieved by ARNEY'S MEDICATED TOILET SOAP. Sold by druggists and fancy goods dealers. Be sure and get the genuine.

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CORNS AND BUNIONS are promptly relieved by Mrs. LORD'S CORN AND BUNION PLASTER. Can be worn in any ordinary shoe. Relieves pressure and reduces inflammation.

ALL DRUGGISTS SELL THESE GOODS.

I FELT BAD IN THE MORNING
I COULD EAT NO BREAKFAST.
I LACKED ENERGY.
I COULD NOT DIGEST WELL.
I FELT LOW IN SPIRITS.
I HAD NO AMBITION.
I FEEL WELL NOW.
I TAKE
Peruvian Bitters.

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PACIFIC COAST STEAMSHIP COMPANY—ALASKA ROUTE

| Steamers. | Leave Ports. | Arrive at Victoria. | Leave Victoria. | Arrive at Tacoma. | Leave Tacoma. | Arrive at Seattle. | Leave Seattle. | Arrive at Port Townsend. | Leave Port Townsend. | Arrive at Victoria. | Leave Victoria. | Arrive at Port Townsend. | Leave Port Townsend. | Arrive at Seattle. | Leave Seattle. | Arrive at Tacoma. | Leave Tacoma. | Arrive at Victoria. | Leave Victoria. | Arrive at Port Townsend. | Leave Port Townsend. | Arrive at Portland. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Idaho | Feb 20 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 | Feb 21 |
| Walla Walla No. 1 | Feb 25 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 | Feb 26 |
| J. A. Mc... | Mch 1 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 | Mch 2 |
| Victoria | Mch 5 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 | Mch 6 |
| Idaho | Mch 8 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 | Mch 9 |
| Walla Walla No. 1 | Mch 13 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 | Mch 14 |
| J. A. Mc... | Mch 17 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 | Mch 18 |
| Victoria | Mch 21 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 | Mch 22 |
| Idaho | Mch 24 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 | Mch 25 |
| Walla Walla No. 1 | Mch 29 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 | Mch 30 |
| J. A. Mc... | Apl 2 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 | Apl 3 |
| Victoria | Apl 6 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 | Apl 7 |
| Idaho | Apl 9 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 | Apl 10 |
| Walla Walla No. 1 | Apl 13 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 | Apl 14 |
| J. A. Mc... | Apl 17 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 | Apl 18 |
| Victoria | Apl 21 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 | Apl 22 |
| Idaho | Apl 24 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 | Apl 25 |
| Walla Walla No. 1 | Apl 28 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 | Apl 29 |
| J. A. Mc... | May 1 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 | May 2 |
| Victoria | May 5 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 | May 6 |
| Idaho | May 8 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 | May 9 |
| Walla Walla No. 1 | May 12 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 | May 13 |
| J. A. Mc... | May 16 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 | May 17 |
| Victoria | May 19 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 | May 20 |
| Idaho | May 22 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 |
| Walla Walla No. 1 | May 26 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 | May 27 |
| J. A. Mc... | May 30 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 | May 31 |
| Victoria | Jun 2 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 | Jun 3 |

The Steamer Ancon leaves Portland for Tacoma, Seattle, Victoria, Port Townsend and Victoria every 10 days, connecting at Victoria with the Steamer Idaho for Alaska ports.

Freight will be received on the Steamer Ancon at Portland via the Northern Pacific Railroad to Tacoma, care of Steamer Ancon, should be shipped from the Thursday previous to the sailing of the Steamer Ancon.

Through passengers and freight to Alaska ports, Victoria, Port Townsend, Seattle, Tacoma and Portland via Northern Pacific R. R. Co.

For freight or passage apply to C. H. SLATER, Gen'l Agent, Alaska Division, Pacific Coast S. S. Co., 214 Washington street, Portland, Or.

GOODALL, PERKINS & CO., Gen'l Agents, San Francisco.

COWLITZ ROUTE—FOR Fraser Port via Willamette Slough) touching at St. Helens and way points Tuesday, Thursday, Saturday, Mdys. "Jos. Kellogg," 7 A. M. for Toledo touching at St. Helens and way points. Str. "Toledo," Mondays and Thursdays at 6 A. M. South side of Dock at the foot of Taylor st.

Vancouver Transportation Co.'s STEAMER OREGON OF VANCOUVER

Capt. Jas. T. Ivey, leaves Portland at 8 P. M. on Tuesday, Thursday and Saturday, and leaves Vancouver at 4 A. M. daily (Sundays excepted). For freight or passage apply on board, at foot of Taylor street.

TOWING between 12 A. M. and 3 P. M.

WOOD! WOOD! WOOD!

Slab wood—at $3 per load—from WEIDLER MILL. Orders left at office in the box at Steelhead will be promptly attended to. W. S. L. M. & M. CO.


## THE NEW TREATY.

### Text of the Document and the President's Message.

### CONCESSIONS ON BOTH SIDES.

**Great Britain Abandons the Headland Claim—Bait and Ice Cannot be Bought Unless the Tariff is Removed.**

WASHINGTON, Feb 21—The senate today made public the fisheries treaty, with the presidents letter of transmittal. The president's letter with the historical part omitted is as follows:

To the senate and house of representatives: In my annual message, transmitted to congress in December 1886 it was stated that negotiations were then pending for a settlement of questions growing out of rights claimed by American fishermen in British North American waters. As a result of such negotiation a treaty has been agreed upon between Her Britannic Majesty and the United States, concluded and signed in this capital under my direction and authority on the 15th of February inst., and which I now have the honor to submit to the senate with the recommendation that it shall receive the consent of this body as provided in the constitution. In order that ratifications thereof may be duly exchanged and the treaty carried into effect.

Shortly after congress had adjourned in March last, and in continuation of my efforts to arrive at an agreement between the two maritime states of Great Britain and the United States as would secure to the citizens of the respective countries an undisturbed enjoyment of their just rights under existing treaties, and terminate all controversies touching the extent of the exercise of such rights, I appointed as special commissioners to confer with the representatives of Her Britannic Majesty's government in this city, the Hon. Thomas F. Bayard, secretary of state, and the Hon. Joseph Hodges Choate, of New York, both of whom were practically possessed of the views and wishes of the government of the United States previous to their appointment as such commissioners, and were duly empowered to full expression of sentiment and purpose on the subject in question. I also invited the cooperation of the minister at this capital of Canada and New Foundland, whose assistance was cordially accepted by the high contracting parties, and by their prompt and well-directed efforts a settlement was soon effected which has since been embodied in the treaty now submitted to the senate. The negotiations were conducted in this city and the interests of Canada and Newfoundland were directly represented therein.

The treaty meets my approval because I believe it supplies a satisfactory practical and final adjustment upon a basis honorable and just to both parties of a difficult and long vexed question to which it relates. The greater part of the correspondence which has taken place between the two governments has heretofore been communicated to congress, and at as early a day as possible I shall transmit the remainder of the correspondence, including it with the joint protocols of the conferences which resulted in the conclusion of the treaty now submitted to you. You will find in the latter a succinct record of the progress of the negotiations, and the full discussion of the several points of difference between the two governments has rendered it possible to embody in a single instrument a settlement of all the questions involved, and to give them the exact terms of the proposed adjustment in place of the exaggerated and imaginary statements in which will otherwise reach them. I therefore beg leave respectfully to suggest that said treaty and all such correspondence, messages and documents relating to the same as may be deemed important to accomplish these purposes be at once made public, by order of your honorable body.

GROVER CLEVELAND.

EXECUTIVE MANSION, February 20, 1888.

ARTICLES OF THE TREATY.

Article I. The high contracting parties agree to appoint a mixed commission to delimit in the manner provided in this treaty British waters, bays, creeks and harbors of the coasts of Canada and Newfoundland, as to which the United States by the article of the convention of October 20, 1818, renounced forever any liberty to take, dry or cure fish.

Art. 2. This commission shall consist of two commissioners to be named by her Britannic majesty and two by the president of the United States, by and with the advice and consent of the senate, and duly authorized to act under the provisions of this treaty. They shall meet at Halifax at the earliest convenient time after the ratifications of this treaty shall have been exchanged, and shall proceed impartially and carefully to examine and determine which bays, creeks and harbors of the coasts of Canada and Newfoundland, other than such as are specially reserved by the said convention of October 20, 1818, the inhabitants of the United States shall be admitted to enjoy the liberties therein described, and shall, in the execution of their duties, conform to the provisions of this treaty. They shall have power to appoint a secretary and such clerks as they may think necessary for the proper conduct of the business intrusted to them, and may employ counsel, agents or experts to present and enforce before them the claims of their respective governments. Their decision shall be given in writing in each case, and shall be signed by the commissioners assenting to it. It shall be competent for the commissioners to proceed to sit and act in any place or places in Canada or Newfoundland which they may think convenient for the purpose of inquiry, but all their decisions shall be given in their room in Halifax. They shall keep an accurate record and correct minutes of their proceedings, which shall be accessible to the representatives of the two governments. Their decisions shall be final and conclusive upon all questions submitted to them for decision. Each government shall pay its own commissioner and counsel. All other expenses shall be defrayed by the two governments in equal moieties.

Art. 3. The commissioners shall, from time to time, report to each of the high contracting parties the waters, bays, creeks or harbors which they may have agreed upon and determined to be included as herein provided with reasonable water limits thereof, which limits shall not exceed three marine miles from low water mark, except that in the bays, creeks or harbors of less than six miles in width the limit may be drawn from headland to headland. The commissioners shall also report to each of the high contracting parties the limits which they may have agreed upon and determined to be reasonably necessary for the exercise of the liberties hereby secured to the inhabitants of the United States, and their decisions thereupon shall be final and conclusive. Such decisions shall be given with all convenient speed, and shall be communicated as soon as possible after they are given to the representatives of the high contracting parties.

Art. 4. Nothing in this treaty shall be construed to surrender or waive any rights which the United States have acquired by the convention of 1818 to any bays, creeks or harbors on the coasts of Canada or Newfoundland, other than those specified in article 1 of this treaty.

Art. 5. The commissioners shall, from time to time, report to each of the high contracting parties what bays, creeks or harbors, other than those referred to in article 1 of this treaty, shall conform to the harbor regulations common to them and to fishing vessels of Canada and of the United States. They need not report under the article unless they think that the privileges accorded by them ought to be withheld from vessels which refuse to conform to such regulations. They may also report, either for the purpose of preventing disputes or of avoiding damages, how and where buoys or other objects should be placed, and what lights should be carried by vessels entering bays or harbors referred to in article 1 of this treaty, in order to prevent collisions. They may report, either for the purpose of preventing disputes or of avoiding damages, how and where buoys or other objects should be placed, and what lights should be carried by vessels entering bays or harbors referred to in article 1 of this treaty, in order to prevent collisions. They may report, under the same circumstances, what bays or harbors, other than those referred to in article 1 of this treaty, should be open to fishing vessels of the United States for shelter, repairing damages, purchasing wood or obtaining water, and what restrictions, if any, should be imposed as to the length of the stay of such vessels, the extent of repairs and the quantity of wood and water to be taken on board. Their decisions upon all the matters mentioned in this article shall be given in writing, and shall be communicated as soon as possible after they are given to the representatives of the high contracting parties.

Art. 6. The commissioners shall, from time to time, report to each of the high contracting parties what bays, creeks or harbors, other than those referred to in article 1 of this treaty, shall conform to the harbor regulations common to them and to fishing vessels of Canada and of the United States. They need not report, unless they think that the privileges accorded by them ought to be withheld from vessels which refuse to conform to such regulations. They may also report, either for the purpose of preventing disputes or of avoiding damages, how and where buoys or other objects should be placed, and what lights should be carried by vessels entering bays or harbors referred to in article 1 of this treaty, in order to prevent collisions. They may report, under the same circumstances, what bays or harbors, other than those referred to in article 1 of this treaty, should be open to fishing vessels of the United States for shelter, repairing damages, purchasing wood or obtaining water, and what restrictions, if any, should be imposed as to the length of the stay of such vessels, the extent of repairs and the quantity of wood and water to be taken on board. Their decisions upon all the matters mentioned in this article shall be given in writing, and shall be communicated as soon as possible after they are given to the representatives of the high contracting parties.

Art. 7. Inshore fishing vessels entering bays or harbors referred to in article 1 of this treaty shall conform to the harbor regulations common to them and to fishing vessels of Canada and of the United States. They need not report, under the article, vessels which enter bays or harbors of refuge or for the purpose of purchasing wood or of obtaining water, but may enter, remain and depart from such bays or harbors for the purpose of shelter, repairing damages, purchasing wood or obtaining water, subject only to the local laws, rules or regulations which may be in force therein from time to time as to the length of the stay of such vessels, the extent of repairs and the quantity of wood and water to be taken on board. Their decisions upon all the matters mentioned in this article shall be given in writing, and shall be communicated as soon as possible after they are given to the representatives of the high contracting parties.

Art. 8. Fishing vessels of Canada and Newfoundland shall have on the Atlantic coast of the United States all privileges of trade, discharging cargoes and all other commercial privileges which vessels of the United States enjoy in Canada, Newfoundland or the Dominion of Canada, and which are not hereby expressly reserved to fishing vessels. But this article does not apply to the privilege of fishing, which is regulated by article 18 of this treaty.

Art. 9. Fishing vessels of Canada and Newfoundland shall have on the Atlantic coast of the United States all privileges of trade, discharging cargoes and all other commercial privileges which vessels of the United States enjoy in Canada, Newfoundland or the Dominion of Canada, and which are not hereby expressly reserved to fishing vessels. But this article does not apply to the privilege of fishing, which is regulated by article 18 of this treaty.

Art. 10. Nothing in this treaty shall be construed to affect existing statutes of the United States which confine the coasting trade to vessels of the United States, but the president may, in his discretion, suspend the operation of such statutes to the extent that vessels of Canada and Newfoundland may engage in the coasting trade between the United States ports on the Pacific ocean and Behring sea and the British ports in the said waters, subject to such regulations as may be established by law of the United States, and so long as such suspension is in force.

Art. 11. Fishing vessels of the United States shall be admitted to enter the bays and harbors of Canada and Newfoundland, within a limit of three marine miles from any of the coasts, for the purpose of obtaining wood and water, and for the purpose of repairing damages therein, and of purchasing bait, but not for any other purpose whatever. But they shall conform to such customary regulations as may be established by the local authorities, and they shall be liable to be required to depart by any officer of the customs, but the treaty shall not be enforced for twenty-four hours after notice has been given. Vessels driven into port by stress of weather or other casualty shall not be required to report, or be liable to harbor dues, light dues or other charges, except reasonable charges for actual services rendered at their request. Vessels may also enter such bays or harbors for the purpose of obtaining shelter, repairing damages, purchasing wood or obtaining water, subject to the conditions and restrictions above mentioned.

Art. 12. The inhabitants of the United States shall have the liberty forever to take fish of every kind, except shellfish, on the eastern portion of the southern coast of Newfoundland, and on the islands adjacent, from the said coast to the meridian of 52 degrees west longitude, and on the western and northern coasts of Newfoundland from Cape Ray to the Quirpon islands, and on the coasts of the islands of St. Pierre and Miquelon, and to dry and cure fish on the shores of the unsettled bays, harbors and creeks of the southern part of the coast of Newfoundland, and of the islands of St. Pierre and Miquelon, but so that they shall not interfere with the rights of settlers or the British fishery regulations. Provided, however, that the United States fishermen shall be subject to such regulations as may be made by the British government for the preservation of the fisheries, and that they shall not fish within three marine miles of the coast, except in the bays, creeks or harbors in which they have the right to enter, and that they shall not interfere with the fishery vessels or property on the shore, and that they shall enforce the observance by their vessels of the provisions of this article.

Art. 13. The inhabitants of the United States shall have the liberty to take fish of every kind, except shellfish, in the waters and on the coasts of Her Britannic Majesty's possessions in North America, described in article 12 of this treaty, and to land on the said coasts and islands for the purpose of drying their nets and curing their fish, provided that in so doing they do not dry or cure fish in the buildings or on the premises of persons who are settled on the said coasts and islands.

Art. 14. Inshore fishing vessels entering ports of the United States for the purpose of obtaining supplies of bait, ice, seines and other fishing materials, shall be admitted to enter such ports, and to purchase such supplies, but not for any other purpose. Such vessels shall not be liable to any light dues, harbor dues or tonnage dues in respect of such entry, but they shall conform to the customary regulations governing such entry and the purchase of supplies. Such vessels may also enter such ports for the purpose of shelter, repairing damages, purchasing wood or obtaining water, subject to the conditions and restrictions mentioned in article 11 of this treaty.

Art. 15. The commissioners appointed to delimit the bays, creeks and harbors in which the inhabitants of the United States shall have the liberty to take fish, as provided in article 1 of this treaty, shall, in addition to the powers conferred upon them by that article, delimit the places on the coasts of the islands of St. Pierre and Miquelon where the inhabitants of the United States shall have the liberty to take fish, to dry and cure fish, as provided in article 12 of this treaty, and shall report provisional regulations for the exercise of the liberty by the United States fishermen, due regard being had to the temporary character of the privilege to be exercised in the places specified.

Art. 16. Whereas the exercise by the United States fishermen of the liberty to take fish of every kind, except shellfish, on the eastern portion of the southern coast of Newfoundland, described in article 12 of this treaty, and the exercise by the United States fishermen of the liberty to take fish, to dry and cure fish on the islands and coasts of Her Britannic Majesty's possessions, described in article 13 of this treaty, would be attended with inconvenience to the local fishermen unless regulations were established to govern the time and manner in which the several fisheries should be prosecuted, it is agreed that the commissioners appointed to delimit the bays, creeks and harbors in which the inhabitants of the United States shall have the liberty to take fish, as provided in article 1 of this treaty, shall, in addition to the powers conferred upon them by that article, delimit the places on the coasts of the islands of St. Pierre and Miquelon where the inhabitants of the United States shall have the liberty to take fish, to dry and cure fish, as provided in article 12 of this treaty, and shall report provisional regulations for the exercise of the liberty by the United States fishermen, due regard being had to the temporary character of the privilege to be exercised in the places specified.

Art. 17. Whereas the exercise by the United States fishermen of the liberty to take fish of every kind, except shellfish, on the eastern portion of the southern coast of Newfoundland, described in article 12 of this treaty, and the exercise by the United States fishermen of the liberty to take fish, to dry and cure fish on the islands and coasts of Her Britannic Majesty's possessions, described in article 13 of this treaty, would be attended with inconvenience to the local fishermen unless regulations were established to govern the time and manner in which the several fisheries should be prosecuted, it is agreed that the commissioners appointed to delimit the bays, creeks and harbors in which the inhabitants of the United States shall have the liberty to take fish, as provided in article 1 of this treaty, shall, in addition to the powers conferred upon them by that article, delimit the places on the coasts of the islands of St. Pierre and Miquelon where the inhabitants of the United States shall have the liberty to take fish, to dry and cure fish, as provided in article 12 of this treaty, and shall report provisional regulations for the exercise of the liberty by the United States fishermen, due regard being had to the temporary character of the privilege to be exercised in the places specified.

Art. 18. It is agreed that for the term of ten years from the date of the exchange of the ratifications of this treaty, the fishery articles of the treaty of Washington of 1871, whereby the said articles of treaty of Washington of 1871 were released to the provisions of the treaty of October 20, 1818, shall be revived, and that during the said term the articles of the treaty of October 20, 1818, relating to the fisheries, and the liberties, privileges and rights of the inhabitants of the United States in the waters, bays, creeks, harbors and coasts of Her Britannic Majesty's possessions in North America, defined by the said articles, shall be in force, and that during the said term the inhabitants of the United States shall have the liberties, privileges and rights in the said waters, bays, creeks, har

# The Oregonian.

PORTLAND, WEDNESDAY, FEB. 22, 1888.


## COLUMBIA RIVER BAR SERVICE.

In theory, pilotage at the Columbia river bar is entirely independent of towage. The state provides a boat for the free use of pilots. It licences a stated number of pilots, who are required to cruise off the bar, and fixes a schedule of pilotage charges. In the interest of the service, ships are required to pay the full fee to the first pilot who offers, whether or not his services are engaged. Under this arrangement, the towage is left to competition (under a stated limitation as to maximum charges), and the pilots being entirely independent, are supposed to serve all alike. It was in answer to the appeal of the pilots for the means of independence, that the state appropriated $10,000 to build the pilot schooner Gov. Moody, and that it pays $1500 annually for its maintenance. The arrangement was in the nature of a contract between the state and the pilots.

Mr. Stout's letter, printed in another column, shows how this contract has been kept by the pilots. According to Mr. Stout, and he knows whereof he writes, the pilots have entered into a close alliance with a towage ring which now dominates the bar and the independence promised is a mere pretence. The pilots share their fees with the towage ring. They will not take a ship to sea when ready unless her captain employs a ring tug. In short, the alliance is complete, and its effect is to defeat any scheme of opposition in towage, and to hold the business as a monopoly for the ring. The pilots have violated their contract with the state, and while retaining and using the state boat, have sold out the public interest, which they were pledged to maintain.

So it must always be under an arrangement of this kind. The pilots are poor men; it must be so, or they would not engage in a business full hardships. The towage ring is rich, and this must always be, since it takes capital to own and operate tug boats. The result, natural and inevitable, is a combination (with the rich tug interest always dominant) under which competition is out of the question, and the largest amount possible is squeezed out of ships.

The theory of an independent pilot service, with competition in towage, is good where it can be applied, but this is not possible at the Columbia river bar. By no plan yet proposed can pilots be held to an independent position, and if they could be so held it may be doubted, if it would be for the good of the service. The best results on the whole have been under the system by which pilots accompany the tugs, and from them are transferred to the ships. There is no need of a pilot until the ship is ready to come in, and this she can do in safety only with the aid of a tug. Years ago, when Capt. Flavel had a monopoly of both pilotage and towage, and was free to do the work in the easiest way, his method was to keep a tug, or two or three, with pilots, just inside the north head, in the cove in front of Fort Canby, ready to put out to sea at five minutes' notice. A lookout was maintained on the top of the cape, and when a sail was sighted a tug with a pilot went out for her. In "thick" weather when ships could not be seen from the cape, the tugs cruised off the bar. Under this plan the service (we do not speak of charges) was excellent. It was and is, in Capt. Flavel's judgment, and no man living knows the bar and its approaches and the towage and pilotage business and their conditions so well as he, that this is the best plan for an efficient and cheap bar service.

There is business enough on the Columbia river bar, pilotage and towage together, at reasonable rates, for one strong and efficient company, but that there is not enough for two. Competition can only be spasmodic, for where there is not business enough for two one must fail. The survivor, after driving out his rival at heavy cost, naturally recoups by preying upon commerce.

In the judgment of THE OREGONIAN a complete cure for the abuses at the bar is possible—not only possible, but easy; and the power to apply it rests with the legislatures of Oregon and Washington territory. Under any plan the bar service will be a monopoly. Let it be a monopoly legally established and under such engagements with the state and territory that overcharges will be impossible. Let the state fix a schedule for both towage and pilotage, give to a strong and responsible company the whole business and require prompt service under severe penalties. A contract thus made and properly secured would make a service as nearly perfect as is possible under the circumstances.

Hereafter the legislatures of Oregon and Washington will be in session at the same time, making co-operation in this and other matters where the two governments must act together practicable and convenient.

## REMARKABLE LIFE INSURANCE CASE.

A case of great importance to all interested in the subject of life insurance has recently been under judicial examination in Brooklyn. The case will become a celebrated one in this branch of jurisprudence. It is the most noteworthy in the history of life insurance in the United States, if not in the world.

Suit was brought to recover $10,000, the amount of a policy on the life of John Tyler, who was found dead in a field in South Norwalk, Conn., on November 12, 1885. The defense to the action was that the deceased had committed suicide. If the there was abundant proof. "Well," ruled the court, "that does not invalidate this policy. You must show that he contemplated suicide when he applied for the policy, and before that it was his intention to perpetrate a fraud upon the company."

It was found upon investigation that Tyler had taken out policies in many companies, amounting in all to $65,000. All the insurance companies interested joined themselves in "working up" the case. Part of was obtained that Tyler was in financial straits at the time of the application, as New York, but that his appointments had been made. All his policies had been taken out but a few months before his death, and it was proven that he had borrowed upon them as much money as he could from a gang of un-conscious lenders, some of whom were forced to confess that they had let him have the money on his solemn pledge that at the end of a certain time he would take his own life! Of course the "discounts" on advances like these were very heavy. The money advanced he spent in riotous living, while the lenders looked on with approval, thinking he might die of dissipation and thus avert the inquiry that would probably follow direct suicide. The evidence showed also that Tyler seemed to have done his best to drink himself to death, but failing in this, that he ended his life by taking an enormous dose of morphine. Upon submission of these proofs the jury, of course, rendered a verdict in favor of the company.

Had this scheme of villainy succeeded it is not unlikely that similar ones would have been tried by persons who regard life as not worth living, and who, for money to supply demands for a brief period of dissipation, would have attempted crimes of similar monstrosity. It would seem that protection against such gigantic attempts at fraud could be provided with certainty by refusing to place such large amounts upon a single risk—an easy matter in view of the fact that all applications must state how much, if any, insurance the applicant has previously obtained, and that failure to fill out the application blank truthfully would vitiate the policy.

Fraud vitiates every contract; and so although it is held that suicide is prima facie evidence of insanity and therefore does not necessarily annul an insurance policy, yet this rule cannot be made to apply when it can be shown that the insurance was procured after suicide had been determined on and with the premeditated object of defrauding the company.

It is believed that the Indiana republicans will send an uninstructed delegation to the national convention, but that it will be enthusiastic for Judge Gresham.

## COUNTRY ROADS.

The business of making roads has somewhat improved since the early times, when the labor of a district put in the time as it pleased the taxpayers, and roads were not made—to speak of—save when the people of some district got up ambition to make their highways passable and did so in good earnest. It is easy for the old settler to remember when road-making was more of a picnic than serious work, but as time passed the necessity of having good roads became manifest and a road law was made to suit the emergency. Of late years more attention is paid to this important branch of taxation, especially near towns of any size, where money is collected and capable men are appointed supervisors. But good roads are a great blessing and one of the chief necessities of any country. It is doubtful if anywhere in Oregon, or elsewhere in the Pacific Northwest, except it be near Portland, where the road tax is usually collected in money and judiciously expended to make good approaches to the city, there exist really comfortable roads.

Go through the country in winter and you find mud-holes that are almost impassable that season, because there is not enough taxation to make solid roads. In summer the mud may dry up so that wagons can get over them, but there is no season when a traveler who goes in his own conveyance from Portland to the state line south will find the roads in good order. In winter such a journey would simply be a serious hardship. The question of roads and a good road law comes home to every citizen. We seem to have a very good law, but it is not always administered. How to amend the law and properly mend the public roads deserves serious consideration.

The only way to secure the most efficient service and the best roads is to collect the taxes in money as other taxes are paid, and provide strictly that every dollar shall be faithfully expended. Of course there can be some provision made that all who wish to work out their taxes can do so, but not in any inefficient way. All should work for the road district as efficiently as they exact that hired labor shall work for them. While there should be no exception made as to exacting money, yet it can be provided by law that the tax-payer shall have a preference and shall receive a certificate for work actually performed that can be used in settlement of his road tax. To accomplish this the supervisor should employ men and allow them what their work is worth, and exact full time and good service, as he does from those he employs and pays money to. It should also be required of him to employ only able-bodied men and pay them the customary wages of the country. There is no reason why public work should be better paid than ordinary labor. Team work is employed at four dollars a day, for instance, and anything in the way of a team is foisted on the district. The actual fact is that good teams in the country are not worth over three dollars a day, and there is no reason why more should be paid for working the road.

There is every reason to believe that if road taxes were paid in this manner our country roads would be in much better order, for it would secure at least one-half more work than is now done. Any farmer who objects to such a law and such a system because it may require a little more service of him takes a narrow view of the question. He is the one most interested in having good roads, and should be the one to welcome any reasonable plan to secure them. Any one travelling in the country can easily perceive the difficulty of maintaining highways in a region where farms are so large. If the country was thickly settled it would be much easier.

The subject of making roads is very broad and cannot be covered in brief space. Some suggest that the law should create a state fund, and its proceeds be divided pro rata through the counties as school money is divided. This would take some means from the cities and towns to add to the road service of remote districts. Without going into statistical calculations, however, it will be possible to amend the law, as has been indicated above, so as to secure the best results without injustice to anyone. There is hardly a matter of greater importance to the country at large than the making of roads, and there is no class as much interested in this subject as the farmers, who are obliged to use them continually.

## THE MATTER OF NAMES.

Objection to "Washington" as the permanent name of the state to be created by the admission of Washington territory into the Union is very general. The name as applied to the territory is without local significance. It has already been appropriated by the national capital, and to preserve it as the name of the state would unquestionably make confusion and annoyance. These considerations will almost certainly lead to a change, and of all the new names proposed, that of Tacoma is most euphonious, distinctive and in all respects appropriate.

In the counties of this state many fine original Indian names have been preserved, but it is to be regretted that many equally fine have been put aside for names both hackneyed and meaningless. For example, Jackson county should have been called Siskiyou; Douglas should have been called Umpqua; Benton, Yaquina; Linn, Santiam; Marion, Champoeg or Chemeketa; Washington, Tualatin; Columbia, Nehalem—and so on.

When the legislature was considering the bill to organize the present county of Washington, the name Tualatin was proposed and the question of orthography came under discussion. Some claimed it was "Tuality," others "Tualby," that is one one said it was "Qualatin;" others were for "Tualatin." At last Wm. King of Multnomah (a name fortunately preserved) arose and said something like this: "I move that we do away with all this Indian hash and call it Washington county." The motion carried, and it is true spelling and pronunciation of the Indian name for the river and plains never was legally decided; but it has gradually crystalized into Tualatin, and to it will remain. On the same day the naming of what is now Multnomah county came up. It and always been called "Clackamas county," and the pleasant Indian name was in the act creating it. But at a meeting of the legislature to fix the spelling of it, Simeon D. Reed arose and said that it should be spelled with an S, "Clackamas," and some said it was "Clackamus." Then old King's patience so far as almost broke him, and after muttering his disgust sufficiently to recover speech, he said: "Mr. Speaker, I move that we drop all these names and spells, that no one knows for certain, and call it the county of Marion, which there will be no difficulty in spelling;" and the thing was fixed without further ado.

## FINDING IT OUT.

President Cleveland is reported by the Philadelphia *Times*, an administration paper, as saying that "his message on the tariff question was prepared as a presentation of the doctrines maintained by the democratic party as he construed them, but he could not permit this to stand in the way of unity in the party. On the contrary, he would sign any measure upon which both wings of the party could agree, even if it abandoned material revision of the tariff and made internal revenue repeal the principal basis of reducing the revenue."

This shows an easy, complaisant and accommodating disposition. It is another of many signs that in democratic treatment of this subject partisan considerations always hold the first place. The president entertains no views on the subject that he is not ready to surrender for the "unity of the party." Indications are numerous that he now regards his tariff message as hurtful alike to his party and to himself—particularly to himself. Hence he is quoted by one of the most ardent of administration papers as being ready to retreat. Though he argued in his message that the internal taxes ought to stand, and that the revenues ought to be reduced by cutting down the duties and extending the free list, he will now sign any measure upon which the two wings of the party can agree, even if it should abandon national revision of the tariff and make internal revenue repeal the principal basis of reducing the revenue.

The country is strongly wedded to the doctrine of protection, and will adhere to that policy until conditions now existing have undergone a very considerable change. Protection cannot, indeed, be a permanent policy. It is opposed too directly to the natural conditions of commercial intercourse. Our country will gradually abandon it; but this is in the indefinite, and possibly in the remote, future. It is not creditable to the sagacity of the president that he could not see that protection could not now be successfully assailed. He must therefore retreat from the position he has taken, or his party must repudiate it. The other alternatives will be the probable defeat of himself or his party, or both. The duties ought, indeed, to be cut down, the free list ought to be extended; but the country will not allow these things to be done on the lines he has pointed out. And this, though he is a slow man, he is now beginning to learn.

## LOT SHOT.

The opposition to Cleveland in his own party in New York is not merely a "preference" for Gov. Hill or some other man. It is positive, aggressive, and even bitter, and is based upon dissatisfaction wide-spread and deep-rooted. It is now for the first time seen that the policy of opposition to Cleveland pursued all along by the two great democratic newspapers, the *Sun* and the *World*, has had a motive deeper than mere editorial caprice: that in their criticisms these papers have in fact only reflected the discontent in the democratic ranks. The country press, less bold than the two great city dailies, has been silent, but it is now joining in an open fight against the president. From the Albany *Times*, the leading democratic paper of the state capital, we clip the following:

> This predominance of self in the administration of Mr. Cleveland has been made apparent not solely in the attitude of himself and his friends toward other eminent democrats. The private motive of his appointments, his messages, seems to have been the strengthening of himself, not the party. Until very recently, when the necessity of delegates appears to have reached his mind, he has evaded any wholesome recognition of party services. If he exalted any party horn whatever it was the Southern Confederacy, which he elevated beyond the limits either of justice or policy, against the remonstrances of the soundest democrats in the Union. His messages on private pension bills, uttered apparently as a trial solely of his intellectual skill in sarcasm, were in many cases painful to a large portion of his party. His latest message, plainly a personal bid for the formation of a Cleveland party within democratic lines, has left the party itself disgruntled and overweighted in the tariff reduction fight. He has made no grand enunciation, no masterly movement for the upholding and strengthening of party ties. He has been all for upholding Cleveland.

This is a sample of the hot shot that is being fired at the president from democratic papers in all parts of the state. If he stands up under it, he will do better than many shrewd political observers expect.

A bill to apply the "severalty" principle to the great Sioux Indian reservation in Dakota has been approved by the house committee on Indian affairs, and is expected to be passed at the present session. This principle has practically been adopted as the policy of the government. It cannot be long before it is applied to the Nez Perces, Yakimas, Colvilles, Coeur d'Alenes and other reservations in the Northwest; and when it is applied much valuable land will be made accessible for settlement.

When San Francisco began to bid for the democratic national convention nobody thought she had the "ghost of a show," but it looks now as if she might get it. The new rule giving the territories equality with the states in the national committee has worked greatly in San Francisco's favor, all the territorial members being solid for her.

The fishermen and canneymen of the Columbia ought to co-operate with the fish commissioners in the effort to enforce the fish law during the coming season. It is not to be denied that the salmon industry is in danger of absolute destruction now that it is high time restrictive measures were enforced.

Blaine and Sheridan have declined, and it is rumored that Cleveland will soon write a letter withdrawing from the contest. It is a period of declination and withdrawal: and yet we hear nothing of a letter from Gov Pennoyer, withdrawing his claims to the vice-presidency.

In the fishery treaty just made public, England concedes all demands if the United States will put Canadian fish on the free list, this remaining to be decided by congress. The provisions of the treaty will apply to the Pacific as well as to the Atlantic coast.

## MORE LIGHT ON THE PERATICAL BAR SYSTEM.

PORTLAND, Feb. 20.

TO THE EDITOR OF THE OREGONIAN:

Sometime about the first of this month I was interviewed by an OREGONIAN reporter, and his report of my remarks in regard to the "new territorial pilot law" were nearly correct, but C. S. Gunderson, one of the Washington Territory bar pilots for the Columbia river, in an article dated Astoria, February 8, and published in THE OREGONIAN of the 10th, states that I sought to know that the change was the wish of all the territorial pilots except one, who is hired by a tug boat company."

The above sentence shows the views of these pilots exactly. The new law was made for them only to "clinch" the shipping and producers of Washington territory and Oregon by forming combinations with the Oregon pilots and the San Francisco tug companies, composed of Rowers, Goudall, Perkins and A. M. Simpson, operating the tugs Wizzard, Escort, Dunsid and Astoria.

The enactment of the new Washington territory pilotage laws is the present cause of injury to the commerce of the Columbia river to be "built up" by the Oregon and Washington territory pilots—for themselves and the San Francisco tug owners to rob. How long this state will be led by lobyist and interest parties to enact such laws against the interest of the people and the report of the pilot commissioners, which expressly stated that the law did not want to be changed, I cannot understand. And although the members of the Oregon legislature were warned of the result of the Oregon law of last session, numerous bills and bills by State Senator Gray of Clatsop, and the members of the legislature of Washington territory were warned by the board of pilot commissioners of Washington territory, still they, too, have enacted those same laws and make it possible for the commissioners of pilots and tugs to carry on the present system of extortion, which I am actually informed is carried on in the following manner: The Oregon pilots are licensed by the board of Oregon pilot commissioners and also recognized by Capt. Campbell, the manager of the pilot combination, are supposed to make their home on the state pilot schooner Gov. Moody and further than the last Oregon legislature appropriated $1500 annually to insure and maintain. These pilots have entered into an association with Rowers & Co. to pay them $50 per month, per pilot, for towage and $15 per month for their board for the privilege of boarding ships from the tugs; and the Washington territory pilots owning and maintaining at their own expense the schooner C. G. White (say A. M. Simpson's tug Astoria, or whatever tug tows the vessel piloted, the same amount that is paid the Oregon pilots, viz.: twenty-five per cent. of their pilotage and $15 per month board. The captains of the tugs Astoria and Donald are part owners in the schooner C. G. White. They are also licensed Washington territory pilots. This combination is working to a charm. The pilot goes on board a ship arriving off the bar from the schooner or tug (much more often from the latter) as the case may be, and of course the captain wants a pilot as the underwriters demand that he haul to sea one, for unless he does take a pilot, in case of loss or damage to his vessel the owners would lose their insurance. Under the present laws of Oregon and Washington territory the pilot goes on board a ship arriving off the bar from the schooner or tug (much more often from the latter) as the case may be, and of course the captain wants a pilot, as the underwriters demand that he haul to sea one, for unless he does take a pilot, in case of loss or damage to his vessel the owners would lose their insurance. Under the present laws of Oregon and Washington territory the pilot goes on board a ship the Tongue Slough, now in Portland, drawing twenty feet of water coming in, and the same draft of water going out of the Columbia river, is $562. One of the tugs went to the ship and asked $1000 to tow her into Astoria as it cost to tug when towed. The captain refused to pay it, and the tugs left him to stay out at sea that night. The next day the tug came to him again and the captain was compelled to pay the price asked the day before. If the wind had been fair and the ship had sailed the ship in, he would have saved little or nothing since the whole sum would have been charged for taking the ship to sea again. These pilots will not take a ship out to sea when ready, unless the captain employs a ring tug, which charges the same price to tow out that was asked to tow the ship back in and out in the first instance, and formerly the tugs would not tow unless the captains of ships employed a ring pilot, now they cannot employ any other. This is why I said, and again repeat, that the new territorial pilot law was passed in the interest of the Oregon pilots.

J. L. STOUT.

Ex-W. T. Pilot Commissioner.

### Do You Remember?

The wonderful discovery of Professor Loisette for improving the memory, curing mind-wandering and vastly increasing the brain power for gathering and storing knowledge of all kinds, is now being taught by correspondence from his institute, 237 Fifth avenue, New York. Prospectus free.

CATARRH CURED, health and sweet breath secured, by Shiloh's Catarrh Remedy. Nasal injector free. S. G. Skidmore & Co.

NEW YEAR'S ILLUSTRATED OREGONIAN, 24 pages. Copies mailed to any address. Price 25c.

## SOUTHERN CALIFORNIA.

### Mr. J. Fred Clarke Writes of the Boom at Ojai, Los Angeles and Pasadena.

OJAI VALLEY, Cal., Feb. 9.

Some people in Portland are pleased to speak of the feeble movement in real estate in Multnomah county as a "boom." Let me give a sample of a Southern California boom. The people of this little valley, which, as I said in a former contribution, contains about 17,000 acres, a year ago conceived the idea that right here was as fine a place for a boom as anywhere, and a number of owners forthwith divided their holdings into small tracts. At that time lands in the valley were accounted worth $40 to $60 per acre; they are now held at $200 to $800 per acre, and a large number of the subdivisions have been sold at prices ranging from $400 to $500 per acre, for the most part to people of means for actual residence. Let those who talk of a boom in Portland estimate the per centage of gain shown in one year by the above figures and say if we ever had a boom in Multnomah county. From the little town of Nordhoff the distance to the nearest railway stations, Ventura and Santa Paula, is thirteen and fourteen miles respectively, by rocky, stream cut roads, which in time of heavy rains are rendered all but impassable by freshets. Meantime the orange, the grape and the almond flourish, and the people of the Ojai are happy, and believe they are rich.

I noticed recently all the guests at the two hotels are here on account of pulmonary trouble, and they all, I am told, come from the states. I think that logs conducive to health than Santa Barbara. Here it is bright and clear, and the sun as warm as on a clear July day in Portland. The nights are very cool, as they are on all the mountains of California. There is, however, something very superfine in the atmosphere. It is a great place to sleep.

Among recent arrivals at this quiet-the-world mountain resort are Dr. Mehan and wife, of Portland, and his niece, Miss Rawlins. They are expecting to be immediately joined by friends from the East.

### FROM LOS ANGELES.

LOS ANGELES, Feb. 15.

The "City of the Angels" is a wonderful place. I have put my time in it, exclusively, in an endeavor to find the relationship of cause and effect in its extraordinary development. My efforts have been materially aided by information gleaned from several real estate firms known to me in San Francisco, who have extensive branch offices here, such information, however, related mainly to prices. The more interesting feature was the testimony of a number of new residents from many of the Eastern states, of which I will treat further on. It appears that the boom which has struck Los Angeles was not, in its inception, the work of its people. It came upon them unexpectedly, and found them unprepared for it, a fact which many old residents now deplore. The real factors of the boom were the Southern Pacific and Atchison, Topeka & Santa Fe Railroad Companies, who by advertising Southern California induced scores of thousands of people to come and see the land. Where the corner and cities were the lots changed and the sun was said to ever shine. Of the new comers some bought, then others, and the infusion of the new blood and the large amount of capital put in circulation started the boom. San Francisco men and operators from other states were not slow in availing themselves of the opportunity, and then "the real boom" began. The appreciation in prices was fabulous. Addition's mania appeared to be in operation. One block (the blocks are not baby blocks like those of Portland), sold eleven years ago for $10,000, could not now be purchased for $2,100,000, at least so I was credibly informed. Instead of three years ago Los Angeles has grown from a little independent country town to the second rank, so far as population is concerned of the cities of the Pacific coast. It has many fine buildings (has would be a credit to any city, and many more are in course of erection. Facilities for locomotion are abundant. Horse cars, cable cars and electric cars cover the suburbs. The cable system which is the only "two-horse line" for six and a half miles for five cents.

Of the beauty of Los Angeles as a site there is but much to be said. Its river, so-called, is only a fair trout stream in its normal state, but in the time of winter freshets "an unruly member." The city is surrounded on three sides by abrupt hills or mountains; on the fourth is a far-reaching plain. The hills have no natural timber and to me Oregonian appear bald and desolate. The organic is of considerable property, unimproved, is said to be worth $250 to $500 per front foot. One lot was pointed out to me which has been held at $100 per foot per year for ten years, the lessee erecting a substantial brick which passes to the owner in fee simple at the expiration of the lease.

The appearance of disaffection of the great and sudden inflations in Los Angeles county naturally affords ground for much speculation. I estimate the present values placed on real estate to be over and above the actual values of the land, the result of the labor of the farmers, their capital invested, and the industry of the people, from 25 to 50 per cent. Of course, I do not include in this estimate the value of improvements made by the present owners. Many of the latter have become discouraged and are willing to sell their property at a sacrifice. To an outsider it looks like a good time to buy.

MILTON SCOTT.

## NEW TO-DAY.


WANTED—APPRENTICE—APPLY AT 32½ FIRST ST.

WANTED—A GIRL FOR GENERAL HOUSEWORK. Apply at 244 Main st.

D. R. A. JONES, 48 MORRISON, 3d FLOOR, front and rear rooms, for gentlemen or man and wife, $7 per month.

WANTED—A PLACE TO DO GENERAL housework in small family; call at 170 Main st.

WANTED IMMEDIATELY—A GIRL; WOMAN of 30 to 40 to work at Portland Hotel.

WANTED—TO RENT TWO OR THREE SETS of office rooms. Address Furniture, care Oregonian.

WANTED—A GIRL TO ASSIST IN GENERAL housework. Inquire 149 corner 12th and Alder st.

NICELY FURNISHED ROOMS, EN SUITE OR single, with board. Inquire at 72 Second st, over City Hall.

FOR SALE—TWO OF THE BEST BUILDING LOTS in Portland, on the east side of Park, between Pine and Ankeny sts. Address M. C., care of Oregonian.

SITUATION WANTED BY A MIDDLE-AGED woman in a small family. Address M. C., care of Oregonian.

WANTED—FURNISHED ROOMS SUITABLE for first-class housekeeping near high school. Address, stating prices, 253 Oregonian.

25¢ DINNERS AT SIMMON'S RESTAURANT, 21 Stark st. Best in the city.

FOR SALE—A FINE LOT AND HOUSE ON Nob Hill, corner 24th and Pettygrove sts. Price $10, address W. H. care Oregonian.

WANTED—A GOOD GIRL OR WOMAN TO care for two children; must apply at once at 19 Seventh st, S. W. cor. Main.

NORTH SECOND ST.—2 LOTS OF VALUABLE property for sale at a moderate figure. Apply to F. V. ANDREWS & CO., 25 Pine st.

FOR SALE—EIGHT YOUNG OXEN, WESTERN stock. Enquire of Wm. Hall, Merchant Hotel.

FOR RENT—HOUSE NO. 99 FIFTEENTH ST. 1st E and E on the 1st of March. Inquire of the Messrs. Corbett, cor. Second and Washington sts.

WOOD—IF YOU WANT GOOD DRY C.R. oak or ash wood, go to the Pioneer wood yard, foot of Morrison st. Telephone 189.

SCREENINGS—100 TONS SUCODA screenings for sale. First-class for steam. Union Fuel Co., 50 Ash st.

FOR SALE—A LODGING HOUSE OF 21 FURnished rooms; always rents; at No. 5 North Third st, corner of B. Sold on account of sickness.

FOR SALE CHEAP—STORE FIXTURES, counters, show cases, stools, desk and gas fixtures of F. Stephenson, Third and Morrison streets.

FOR SALE—AN EIGHT ROOM COTTAGE WITH full lot, fruit trees and grape vines, and on the improved street. Inquire at No. 4 South Fifth st.

$3500 VERY DESIRABLE RESIDENCE lot, 50x150 feet, south face, on Columbia, near West Park st. Clayton & Oliver, 28 Stark st.

FOR RENT—NICELY FURNISHED HOUSE, eight rooms, near Harpsend and Highland sts. THOMPSON & RUGEN, 48 Stark street.

FOR SALE—$100 FOR 70 ACRES IMPROVED land near Mount Tabor. DAVIS & DIMICK, 9 Morrison st.

WIRE MATS—ALL SIZES OF WIRE mats for sale. The best thing for a rainy weather. Wire Mattress Co., 20 Front st.

HOUSE AND LOT FOR SALE IN EXCELLENT location on Nob Hill; eight rooms, with modern conveniences. Apply F. V. Andrews & Co., 25 Pine st.

JOHN RAE & CO. HAVE RECEIVED NEW crops, finest, toothsome, rich wines, white goods, imported and native brands; prices low. Send us a trial order.

BEAUTIES—THOSE NEW WALL PAPERS and rich deep ceilings now arriving at SCHOFIELD & MORGAN'S, 57 Washington st.

FOR RENT—ONE WELL FURNISHED FIVE room cottage, centrally located, for a term of months reasonable. For further particulars call at 77 First street.

A BUSINESS MAN WITH SMALL CAPITAL and long and complimentary references wishes permanent position. Address, in confidence, Secretary, care Oregonian.

PORTLAND HAIR EMPORIUM—HAIR DRESSing and shampooing by the fastest lady artist. Latest Hoschke, or successors to Miss Woodward, 103 Fifth street, Portland, Oregon.

SITUATION WANTED—MARRIED MAN AS keeper, farm, stock or other man of confidence; is sober, fully competent, with 5 yrs best of city and Lake City ref. Portland, Oregon.

SHORTHAND TAUGHT AT THE PORTland Business College by practical reporters and Amanuensis, day and evening. The most rapid speed of 100 to 120 words per minute in three months.

FOR RENT—FOUR OR FIVE ROOMS AND BATH, recent repairs; in good order; rent reasonable; in Portland Heights; within 5 minutes walk of cable cars; no children. Address Y. Z., care Oregonian.

AUCTION SALE—THERE WILL BE OFFered at the residence of the undersigned, on Section 29, Township 1 south, Range 1 west, on the Portland and Vancouver road, on Wednesday, February 22, at 10 o'clock a. m., the following described property, to-wit: 1 span of mares, 1 horse, 1 colt, 2 cows, 1 heifer, 1 bull, 1 wagon, 1 set of harness, 1 set of single harness, 1 cutter, 1 set of bobs, 1 plow, 1 harrow, 1 cultivator, 1 set of sacks, 1 set of scales, 1 set of blacksmith tools, 1 set of carpenter tools, 1 grain drill, 1 mowing machine, 1 hay rake, 1 hay fork and rope, 1 grain cradle, 1 scythe, 1 grindstone, 1 set of double harness, 1 set of single harness, 1 saddle, 1 bridle, 1 set of whiffletrees, 1 set of neckyokes, 1 set of breeching, 1 set of collars, 1 set of bridles, 1 set of halters, 1 set of lines, 1 set of check lines, 1 set of hames, 1 set of traces, 1 set of tugs, 1 set of backbands, 1 set of crupper straps, 1 set of bellyband straps, 1 set of hame straps, 1 set of hame chains, 1 set of breeching straps, 1 set of bridle straps, 1 set of halter straps, 1 set of lead straps, 1 set of check rein

-DAY.

Mulhouse.

pieces of French
t), comprising all
choicest colorings.

S. Lilyman
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TO RENT—ROOMS AND OFFICES.
R RENT—HANDSOMELY FURNISHED
oms at 274 Yamhill st
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ms central location, new management, 37
between Third and Fourth
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Oak st hot and cold baths no ladies need
ress exchanged
R RENT—COMFORTABLY FURNISHED
ms to respectable parties, very reasonable
ath st cor ash
RNISHED AND UNFURNISHED
nt-day rooms, en suite or single, for
rnished rooms for housekeeping. 272 First st
TO RENT—HOUSES AND STORES.
R RENT—HOUSE, CENTRALLY LOCATED
d all furniture therein for sale Address A
ISABLE HOUSE FOR RENT Central
location all modern improvements Apply
E Roberts with Corbitt & Macleay, Glisan st
TO RENT—ROOMS, WITH BOARD.
R RENT—NEWLY FURNISHED rooms
suite or single Use of bath with or
Reference as to N Dunn nearest st

COMMISSION MERCHANTS.
ANN & BEEBE, COMMISSION AND FORWARDING MERCHANTS, Front and B sts, Portland, Or
KEN & LEWIS, COMMISSION AND FORWARDING MERCHANTS, Front and B sts, Portland, Or
L. BATTIN & CO GENERAL PRODUCE merchants and produce dealers, 130 Front st
KMAN & CO SHIPPING AND COMMISSION Merchants 16 N Front st Portland Or
ASON EBERMAN & CO, WHOLESALE COMMISSION merchants, No 8 Front st, Portland Or
ER & WILLIAMS, COMMISSION AND FORWARDING merchants, 10 Front st, between Washington and Stark
LOR, YOUNG & CO, SHIP BROKERS AND Commission Merchants agents for San Pedro Lime Co, 94 Front street, cor Ash
D CONNOR WHOLESALE AND RETAIL dealer in salt stores garden and flower seeds, fruits and trees 124 N Front and Alder sts Portland Or
OHN & BRO WHOLESALE GROCERIES Com'n Merchants, Ice and 129 Front, bet Ash and Taylor Consignments solicited
Portland Or
MAN METZGER PURCHASERS OF Pelts, Furs Wool and Tallow and General Merchandise 84 W cor Front and Alder sts Portland Or
Liberal cash advances on consignments

WHOLESALE GROCERS.
LIS & LEWIS, WHOLESALE GROCERS and Commission Merchants, 84 and 86 Front and 83 and 85 Davis st Portland, Or
HITT & MACLAY WHOLESALE GROCERS and Commission Merchants, 84 and 86 Front and
DHAMS & BELDEN, WHOLESALE GROCERS Forwarding and Commission Merchants 84 Front st Portland, Or

WHOLESALE LIQUORS.
REGON OIL CLOTHING MANUFACTURING Company 82 North Front st factory 30 North Front st Portland
USTADTER BROS, MANUFACTURERS OF Boss of the Road Overalls Standard Pants Furnishing Goods and Cal Cassimere Goods 71 Front st Portland Or

LEATHER AND BINDINGS.
HERLOCK SADDLERY, HARNESS AND ware, 76 Front st, Portland Or
BERT BRADLEY & CO, 73 FRONT ST, importers of Shoe Manufacturers' Goods Supplies, Blacking, Dressings, Etc

OIL PAPER AND WINDOW SHADES.
EBORN & CO JOBBERS AND MANUFACTURERS of wall paper and window shades, 75 and 77 Front st Portland Or New goods all the Northwest's leading arriving 197 and 199 Third st

CIGAR MANUFACTURERS.
RTLAND CIGAR FACTORY (H RUHE) Manufacturer of Cigars, 48 Under st bet 2d and 3d

SEEDS
J BOWEN, WHOLESALE SEED Importer and Commission Merchant, 66 Front st

WHOLESALE DRUGGISTS.
L REITSHU & WOODARD Druggists Portland Or

SHOW CASE MANUFACTURERS.
N ROBINSON & CO 108 AND 110 First Portland Oregon

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No 123 First st bet Washington and Alder Auction sale of Real Estate Furniture and Merchandise Horses Buggies etc Regular sale every Wednesday and Saturday

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[illegible] of block [illegible] improvements [illegible] all the modern improvements [illegible] block on Mt green [illegible] Also good residence lot on D street [illegible] lots on Gantenbein [illegible] sale [illegible] GRO [illegible] Also [illegible] Russell st Albina [illegible] 5 miles from city [illegible] 5 miles from city [illegible] and to pay all [illegible] ber [illegible] and will do it [illegible] A small list of our best [illegible] give us a call
FOR SCHOOL CLERK,
DISTRICT NO. 1,
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FOR SCHOOL CLERK,
DISTRICT NO. 1,
ETHAN W. ALLEN.
Mtfd


# The Oregonian.

PORTLAND, WEDNESDAY, FEB. 22, 1888.


U. S. SIGNAL SERVICE WEATHER REPORT.

Local Report.

PORTLAND, Feb. 2 6:49 P. M.

| Time | Bar. | Ther. | Direction of Wind | Velocity of Wind | Rain. | Weather |
|---|---|---|---|---|---|---|
| 5 A.M. | 30.20 | 44 | SE | 3 | .00 | Cloudy |
| 8 A.M. | 30.17 | 46 | SE | 1 | .01 | Cloudy |
| 5 P.M. | 30.12 | 48 | SE | 10 | .00 | Cloudy |

Maximum temperature, 49.0 Minimum temperature, 39.0.

River 11 A. M., 4.9 feet.

| Stations. | Height of River. | Rise or Fall in last 24 hours. | Total excess or deficiency in rain since 1st of month. | Total excess or deficiency since Jan. 1, 1887. |
|---|---|---|---|---|
| Portland | 4.9 | .1 | .35 | -2.71 |
| Dalles | 10.6 | .19 | -3.21 | -2.71 in. |

Local Forecast.

| Stations of Observation. | Highest Temp. Yesterday. | Lowest Temp. last Night. | Mean Temp. Yesterday. | Rain-fall in last 24 hours. | Wind. Direction. | Velocity of Wind. | Weather. |
|---|---|---|---|---|---|---|---|
| Portland | 48 | 39 | 44 | .00 | Calm | 00 | Cloudy |
| Astoria | 54 | 40 | 44 | .18 | S | 12 | Cloudy |
| Walla Walla | 52 | 26 | 39 | .01 | E | 04 | Clear |
| Lewiston | 56 | 32 | 44 | .00 | NE | 04 | Clear |
| Boise City | 52 | 32 | 42 | .00 | NW | 00 | Clear |
| Umatilla | 50 | 30 | 40 | .00 | Calm | 00 | Clear |
| Baker City | 46 | 20 | 33 | .00 | Calm | 00 | Clear |
| Dalles | 56 | 40 | 48 | .00 | Calm | 00 | Rain |
| Shoshone Falls | 46 | 26 | 36 | .00 | SE | 00 | Clear |
| Umatilla | 52 | 32 | 42 | .00 | SE | 00 | Clear |
| Boise City | 52 | 32 | 42 | .00 | SE | 00 | Clear |
| Lewiston | 56 | 32 | 44 | .00 | NE | 04 | Clear |
| Walla Walla | 52 | 26 | 39 | .01 | E | 04

# ADDITIONAL TELEGRAPH.

## OTHER CABLE DISPATCHES.

### EVENTS AT SALEM.

SALEM, Feb. 21.—The Capital Journal Publishing Company filed articles of incorporation with the secretary of state this afternoon. The incorporators are M. L. Chamberlin, W. H. Byars and W. H. Parry; capital stock, $5000; place of business, Salem. The object is to publish a daily and weekly newspaper. This is the paper which will next Monday supplant the *Evening Henry*, which expired to-night.

The circuit court adjourned to-night, after an uneventful session, and Judge Bean returned to Eugene.

Governor Pennoyer has not yet made his usual weekly pilgrimage to Salem, owing to sickness in his family.

Bennewitz who escaped from the Polk county jail last week, has been recaptured.

Sheriff Bently, of Umatilla, to-day took from the asylum a young man named E. M. Tweedy, who will be tried for forgery committed three months or more since. Tweedy, after arrest, feigned insanity; he was committed to the asylum. The physicians now, however, pronounce him all right.

### ITEMS FROM PORT TOWNSEND.

PORT TOWNSEND, W. T., Feb. 21.—Mrs. Landes, wife of Col. Henry Landes, president of the First National bank of this city, and one of our wealthiest citizens, died this morning of consumption, aged 38 years. She was a native of Germany.

The great Port Angeles land boom, which has been raging for some time, has suddenly collapsed. The speculators have made all they can there, and found that a better place for a railroad terminus can be had at Fresh Water bay. The poor dupes who have expended their last cent at Angeles are in a bad fix, as the colony is about played out, and the land is almost worthless.

### MILITIA AND G. A. R.

ALBANY, Or., Feb. 21.—The members of F Company, O. N. G., of this city, received to-day their new uniforms, and drilled in uniform to night for the first time.

The annual encampment of the G. A. R. department of Oregon, convenes in this city to-morrow. Several delegates arrived to-day, and many more are expected to-night, so that the number to 200 will arrive to-morrow. The official board will hold its session at 10 A. M. to-morrow, and the regular business of the department will convene at 2 P. M. A reception, with supper, will be given the visitors at night.

### PROPOSED IMPROVEMENTS AT OLYMPIA.

OLYMPIA, W. T., Feb. 21.—The necessary plans were agreed to-day for the erection of a building on the northwest corner of Fourth and Main streets, being the property of Mrs. S. Wilmot. Preliminary arrangements are being made for the erection of a three story brick block on the south side of the corner of Fifth and Main streets, on the property of Western Lodge, I. O. O. F.

### TWO TRAINS WRECKED.

ELKO, Nev., Feb. 21.—The broken parts of two locomotives and several freight cars, the outcome of Saturday's collision, sixty miles east of Elko, passed this afternoon. The officials are reticent, but assert that no one was injured.

### WEDDING AT WALLA WALLA.

WALLA WALLA, Feb. 21.—The marriage of Miss Ida Stone to Wm. Jones, a well-known grain dealer, was celebrated to-day. The couple left on a bridal tour soon after.

## ENGLAND.

### IN THE COMMONS.

LONDON, Feb. 21.—In the commons this evening Bradlaugh made a personal explanation regarding correspondence in which Lord Salisbury appeared to charge him with corruption and perjury. He said Salisbury's solicitor denied his responsibility; that the government refuses a committee of inquiry, and he hoped the house would recognize that no further responsibility rests upon him.

Gladstone, radical, in a debate on the address in reply to the queen's speech, moved an amendment censuring the absence from the queen's speech of all reference to the distress prevailing in the Highlands of Scotland.

The government speakers contended that the crofter districts were over-populated, and that relief ought to be sought in emigration. Cameron's amendment was rejected.

### IN FAVOR OF AN ARBITRATION TREATY.

LONDON, Feb. 21.—The association of the chambers of commerce of the United Kingdom unanimously passed a resolution advocating an arbitration treaty with the United States for the settlement of all difficulties that may arise between that country and England. A resolution favoring free trade was rejected by a vast majority.

### SHIP BUILDERS DESPONDENT.

LONDON, Feb. 21.—Clyde ship builders held a meeting to-day to discuss the business outlook. It was shown that a gloomy view of ship building prospects was generally held. Allan predicted a total collapse before the year was ended.

## CABLE NOTES.

### THE GERMAN CROWN PRINCE.

SAN REMO, Feb. 21.—The German crown prince rested better last night and was less troubled with coughing and suffering. He appeared at the window in his bedroom yesterday, and many people saw him. The Prince of Wales paid him a visit last evening and found him better than he expected.

SAN REMO, Feb. 21.—The crown prince is much improved to-day, and alarmist reports about his condition are declared to be unfounded.

### HEAVY FAILURE AT ROME.

ROME, Feb. 21.—The firm of Fratoni & Mgroni, contractors, failed, with liabilities of 50,000,000 lire. It is stated that the Company Del Esquilino is creditor to the amount of 28,000,000 lire, the Tiber bank to the amount of 6,000,000, and the National bank to the amount of 2,000,000 lire.

### FOR THE MOZART FUND.

BERLIN, Feb. 21.—The emperor last evening attended the performance of "Don Juan," which was given by royal command. The proceeds are to be devoted to the Mozart monument fund now being raised at Vienna.

## THE EAST SIDE.

### A STRIPPED RUNAWAY—STREET RAILWAY WORK —GENERAL NOTES.

Yesterday afternoon a double runaway took place on Fourth street. Mrs. Peter Schmeer was driving a spirited horse in a buggy, with an infant in her arms. When she reached the corner of Fourth and J streets the horse became frightened and plunged up Fourth street. The lady managed the horse with great skill and got him under control about midway between I and H streets. She managed to turn the horse close to the sidewalk and the axles of the buggy struck a hydrant. It was lucky she got the buggy to one side by the street. The New Deal delivery horse was started also when the buggy went by, and dashed up the middle of Fourth street in the same direction. As Mr. Schmeer got her horse to one side the New Deal horse and wagon went by like a cyclone. The latter was stopped several blocks away.

### WORK ON THE STREET RAILWAY.

Steel rails for the completion of the street railway from Fifth street across the Willamette bridge into Portland, have been distributed, and will be put down at once. The company have four nearly painted coaches at their headquarters at Wilbur, and all that is now required is to put down the rails on the uncompleted portion, dig up the track out of the mud on Fifth street and hitch up. It has not yet transpired what will be done with Fifth street bridge, which has been closed by the city as unsafe. The track will have to be laid across this bridge. However, it is claimed the bridge is safe. Several heavy loads of iron were taken over on the track was being put down north to Holladay's addition.

### FROM THE KLASKANINE.

J. M. Payne came up from the Klaskanine last night, where he and his brother, K. C., have preempted two fine claims. He brought with him the skin of a wildcat which measured four and one-half feet in length, which K. C. killed. It is the largest wildcat ever killed in that neighborhood. The Payne boys will make their home on the Klaskanine in future.

### NOTES.

Dr. W. W. Royal and Marshal McMillan go to Albany to-day to remain a few days.

Company E, Fourth regiment, will commemorate to-day with a banquet and whist party this evening.

The new case for the safe keeping of papers in the auditor's office was put in the council chamber yesterday.

The street commissioner has a big job on his hands clearing the mud from the planked streets and elevated roadways.

The place made vacant by the resignation of Miss Nora Simpson, as teacher in the public school, has not yet been filled.

Company D, O. N. G., Albina, will celebrate Washington's birthday this evening with an invitation ball. It will be preceded by a grand drill.

Councilman Humphrey started for Roseburg yesterday evening to attend the bedside of his brother, who is not expected to live.

The interments in Lone Fir cemetery, Holladay addition, the progressions of which appeared Monday, will begin to-day at 1:30 P. M. Miss Packard, principal, desires the parents of pupils to be present.

G. E. Bird, ex captain, was fined in Justice Wilson's court, Albina, $5 and costs in all $7, for assault on Sidney W. Herman, a boy. Defendant was fined by Justice Bilyeu some time ago for the same offense with young Herman.

## ROSEBURG NOTES.

ROSEBURG, Feb. 20.

The crop of candidates is abundant.

Hon. L. F. Lane is confined to his house with a carbuncle on his neck.

The *Plaindealer* may boost the name of Binger Hermann for congress.

The young democracy of Roseburg organizes a Cleveland club to-night.

W. S. Humphrey, banker, is very low with consumption, and no hopes are entertained of his recovery.

An extensive marble quarry eight miles east, has been discovered and some beautiful specimens are on exhibition.

The democrats of Douglas county will hold two conventions. One to send delegates to the state convention and the other to nominate county officers.

Frank Noah of Looking Glass, eight miles west of Roseburg, fell from an apple tree and ran one of the limbs from an ax Friday, and came near bleeding to death before medical attendance could be secured.

Anybody here Grover was in this city Sunday and he turned in the evening to a crowded house at the court house. He raised means for the erection of a new church, which will be commenced the first of May. The old one will be used for the Sisters' Academy, which is to be opened September 1.

C. G. Gaskins, general manager for the northwest of the Travelers' Accidental Insurance Company, was in town Saturday to investigate in regard to the accidental killing of firemen Roberts and VanBuren in the railroad accident near Riddle December last. Both of the young men carried policies in his company.

A. N. Towne, general manager of the Southern Pacific railroad, is expected to arrive here in the morning.

## THE COURTS.

### U. S. CIRCUIT.

U. S. vs. Samuel Noble; charge of selling liquor to Indians; plea, guilty; fined, $25.

Duncan vs. The Stenberville; decree dismissing libel.

### STATE CIRCUIT NO. 1.

State vs. Wah Dock; plea, not guilty; set for trial Tuesday, February 28.

State vs. John O'Keefe; sentenced to the county jail for three months.

State vs. Frank Hart; plea of not guilty; set for trial Thursday, March 1.

State vs. J. W. Crawford; plea of guilty of simple larceny; sentenced to ninety days in the county jail.

State vs. John Williams; plea of not guilty; set for trial Friday, March 2.

S. J. H. Barker vs. Geo. Wager; judgment of non-suit against plaintiff.

### COUNTY.

Estate of John Feaglenmacher; Administrator Walt authorized to place a $100 tombstone over the grave of the deceased.

Estate of Laban Hill; final account approved, administrator discharged and his bondsmen exonerated.

Estate of Wm. Strong; resignation of Caroline Strong, administratrix, accepted.

Estate of W. H. Williams; time for filing inventory and appraisement extended thirty days.

Estate of Andrew McKinnon; ordered that a citation issue to all claimants to appear and show cause why certain real estate should not be sold.

Guardianship of Geo. V. Murray, spendthrift; sale of real estate to John Kenworthy for $1050 approved.

## DEATH OF DR. NELSON.

Dr. Samuel Nelson died after a long illness, at his residence in this city last evening. He was born in Clearmont county, Ohio, November 25, 1805, and removed to Illinois in 1828, and from thence to Iowa, and subsequently to the state of Missouri, from whence he crossed the plains to Oregon in 1862, reaching Portland in the fall of that year.

After practicing medicine in Portland for a few months he removed to Mount Tabor, near East Portland, and took up a donation claim embracing nearly all the land on that mountain. The doctor and his family comprised the first Methodist Episcopal church organized at that place. For the last thirteen years Dr. Nelson resided at Portland, in the house he planned and built at No. 175 Eighth street. Until very recently he was a member of the Taylor-street Methodist Episcopal church, being trustee, steward and class leader; a man of few words, modest, but greatly esteemed for his positive convictions, love for the bible and loyalty to the church. A good citizen, a faithful friend, a loving father, he will be long and affectionately remembered. At the time of his death he was a member of Grace church.

A son, L. W. Nelson, of Baker City, and Mrs. Albright, of Corvallis, both children by his first wife, and Mrs. Rev. J. T. Wolfe, of Corvallis, only daughter of his bereaved widow, survive him.

## THE HOTELS.

| INTERNATIONAL. | |
|---|---|
| C Jensen, Wst Chehalim | G L Jackson, Spokane |
| J Sobotek, Salina | J Borseke, do |
| S Kelder, do | C Eshonson, Minn |
| L Bradford, Mont | D D Howard, W T |
| W H Smith Sheridan | H Wilson, do |
| S Thompson, Baker C | H Bailey, Vanhill Co |
| C Pears, do | S Cartsod, Vancouver |
| J Bayless, Oakland | F Marvin, Hillsburg |
| A B Bayless, do | R H Hurney, Texas |
| C Worthington Jr, Iront | O R March, Eldaboro |
| C Worthington Sr, do | D G Marsh, do |
| A Williamson, Arkansas | K Shepard, Virginia |
| J T Booth & ty, do | S Dwyer, do |
| Mrs Noaks, do | E Shepard, do |
| Miss N Noaks, do | P L Pnares, Missonr |
| J S Dewbrey, do | J S Laughlin, do |
| P Cogan, Pennsylvania | H Shuyler, do |
| J C West Jr. New York | A O Kind, Kansas |
| O Olsen, Iowa | S Warnowright, do |
| Jno Steffer, Aurora | C S Werdenhans, do |
| Miss A Wright, do | A C Ewer, Nanberg |
| Mrs N Wangis, do | J Bergain, Umatilla |
| C Graham, do | W J Finder, Vancouver |
| Wm Wilde, W T | W T Tobaker, do |
| J W Smith, do | D S Butler, do |
| J Petterson & w, Minn | W C Stanley, Washougal |
| S Carey, Sprague | Joe Carey, Reio |
| H A Harris, Wallula | E Brannstain, Hillsboro |
| T Mudrill, do | H E Miller, Montana |
| McKanlass | Specialty Company |
| E J Pole, | A Weathers, |
| George Cattle, | C Anderson, |
| J E Sims, | Mac Johnson, |
| W F Ramsey, | B Burton, |
| McHarris, | J B Travers, |
| H Ellis, | |

| QUIMBY. | |
|---|---|
| H Harper, Seattle | H Hollard, Helena |
| Jos Johnson, do | Chas Rose, Missoula |
| Mrs Johnsonke, do | Isaac Nxon, Minneapolis |
| J B Reardon, do | S F Adams, do |
| G Dshaver, do | J L Carroll, Pendleton |
| A Dickson, Oakland | O C Nestor, Spokane |
| Frank Hogan, do | Zent Winslow, Sheridan |
| W L Hogan, do | Wm Scott & w, Bigg Rand |
| H Greenow, do | R H Burney, San Antonio |
| Mrs Shinbrook, do | W Loveridge, Wallula |
| Hartha La Mamas | Mrs Loveridge, do |
| N G Harker, do | Frank Malone, Vancouver |
| R Salisbury, do | P M Edwards, Farmington |
| W Richardson, Biggs | Chas Edwards, do |
| C Erickson, do | O D Otto, Salem |
| John Bolander, Tacoma | L F Siggins, Forest Grove |
| L Dexter, do | C A Lande, city |
| Sager, do | Ed Moore, do |
| A W Elly, do | L Pertle, do |
| J H Kenney, Edensburg | Henry Price, Coburg |
| S H Nelson, do | R A Thompson, do |
| N J Baldwin, Minot | W H Patterson, Buena V |
| G Stovall, Perrydale | J Pearce, Corvallis |
| A J Vincent, St Paul | A J Dyer, Omaha |
| John Walton, Minneapls | A L Ewson, Indiana |
| J Howe, Corvallis | John Woods, Chehalis |
| Bas Hull, Olympia | P J Tooney, Bisby City |
| S W White, Baker City | J H Gilman, Powell's V |
| Miss A Wear, Butte | J Smith, Roseburg |

| GILMAN. | |
|---|---|
| H Graham, Arlington | F Backman, Heppner |
| C Bean, Pendleton | C Arrison, San Fran |
| Mrs L M Speer, Wis | G B Welmoth, do |
| E H Ellis, Baker City | S H Lincoln, U S A |
| H Webb, do | C H Warreny, do |
| S McMeiter, San Fran | D D Baker, Rock City |
| D J Hanna, Chicago | S A Miles, St Helens |
| G Baer, San Fran | Dan Holton, Scappoose |
| F C Grubb, Chicago | J O Bowers, Kelso, W T |
| D Meyers, Walla Walla | H Hamberger, San Fran |
| Paul O'Heiory, do | F C Baker, Salem |
| J L Meyer, M D, S F | R C Barclay, Heppner |
| A Reno, San Francisco | J D Woolley, Philadel |
| A Tagnal, St Paul | Wm Broderick, S F |
| F P Jacobson, Tacoma | E F Wesan, Seattle |
| M Seeligson, S F | J W Bye, St Paul |
| Wm Rager, Fairfield | J M Bentley, Pendleton |
| F A Harvey, do | Mrs M Allman, Corvallis |
| H Kaim, San Francisco | J L Rogers, McMinnville |
| J D Kelly, McCoy | W H DeWitt, Butte |
| C H Hamblin, Chicago | A Ludorff, San Fran |
| L M Speer, Wisconsin | |

| MRS. CHARLES. | |
|---|---|
| C Frese & w, Cascades | J Howell, Sauvies |
| T H Crong, Astoria | Miss Bonsor do |
| D Henshaw, do | Miss Harris do |
| F C Reed & w, do | R Jacobson, Sheridan |
| A J Johnson, do | Mrs A Gibbs, Fort |
| A F Barclay, Or City | W W Branford, San Fra |
| J Gurren, Vancouver | H Newberg, do |
| P Black, Albina | L M Boswell, do |
| M McGuan, Silver Lake | A Ames, do |
| Dodd, do | Mrs M Price, do |
| M Allen, Goldendale | J C Leasure, Pendleton |
| Schufellin & w, Cornel | H O Harkness, Lebanon |
| Smith, do | F N Watson, Omaha |
| Snyder, do | E L Gray, O & C |
| C R Cornellius, do | B Larsen, Warren |
| A Wood, Tacoma | Miss Howell, do |
| J Ryan, Butteville | D G Raney, Zena |
| Mrs O'Brien, Cathlamet | O Gressin, McMinnville |
| Miss Smith, do | J Hill, do |
| Mrs Albert, do | J W McAlister, LaGr |
| J B Pearne, Rainier | A Anderson, Victoria |
| Nice, Yamhlna | Mrs Maxwell, Maxwells |

| MERCHANT. | |
|---|---|
| J S Thompson, O R & N | J B Yard, Goldendale |
| Chas Smythesen, Tacoma | H C Buckley, St Louis |
| J E Buckley, do | W F Adams, Minneapolis |
| C Harlanson, do | J Kleinschmiost, Montana |
| Louis Drew, do | Mrs Weller, Seattle |
| G S Tithusan, do | J S Hamilton, New York |
| Mrs Hanson, do | H G Clark, Co Bluffs |
| Geo Ames, do | J G Dudley, Millwater |
| H C Bryant, do | H C Bachelor, O R & N |
| A J Milfirey, do | E Stemfer, St Paul |
| J A Walt, Clackamas | R S Stefelfelder, Chicago |
| Geo Stemfer, St Paul | H C Bryant, San Fran |
| Miss Rose Mayfield, Wis | Fred J Peterson, Seattle |
| Chs Manchester, Elmira | E W Hoyt, San Jose |
| E Cottle, Gaston. | |

| SYMOND. | |
|---|---|
| A J Knapp, La Camas | J D Keck, Cincinnati |
| J L Mitchell, San Fran | L Sebenhaser, San Fran |
| J B Glover, Victoria | D C Davis, Carbon Hill |
| Mrs Andrews, Cascades | S F Rhodius, St Louis |
| J H Hodgkins, S W. Phila | J H Smith, Irondale |
| A Jensen, Tacoma | C C Smith, Astoria |
| W Howard, do | Jas McClain, Lafayette |
| Mrs T Hodgkins, Quincy | H Tenny, Cathlamet |
| J Harrington, Butte | J F Kimball, do |
| J W Morgan, Westport | M Ellis, Walla Walla |
| J B Howard, A nsny | M T Smith, Salem |
| P D George, Tacoma | H S Marx, Seattle |
| Joe Taylor, Bellwood | |

| BOLTON. | |
|---|---|
| A McKenzie, Union Ridge | F Wook, San Francis |
| F R Chase, Hornellsville | W Wigmore, do |
| I W Adams, Tacoma | C F Crowell, do |
| H C French, do | Frank C Baker, Salem |
| W C Young, do | H P Isaacs, Walla Wall |
| J C Hart, do | A S Roberts, Hillsboro |
| E J Lanning, Albany | E T Gare, Scappoose |
| J Hallett, Dilly | W Wagham, Forest Gr |
| B T Williams, Seattle | W L Masters, St Paul |
| H A James, Omaha | W A Church, St Louis |
| J C Canstaus, New York | H L Black, Helena |
| Hamer Latham, New Or | J C Smith, do |
| Wm White, Butte | |

### Working for Hill.

Chicago Special, Feb 15

It has transpired that the movement to bring out Governor Hill as a candidate for the presidency is taking definite shape. Judge George W. Cathran, of Buffalo, a close friend of Gov. Hill, and a former friend of President Cleveland, is in the city, and is putting in part of his time working up the Hill boom in Chicago. A secret meeting was held in the Palmer house Sunday, which was attended by the local Hill men. Judge Cathran states unquestionably that Governor Hill will be a candidate, and a fighting candidate, before the democratic convention, and also that he will carry the New York delegation solidly in his favor.

YOU CAN CURE A SORE THROAT with the help of Dr. Jayne's Expectorant, a good remedy for Coughs, and all Throat and Lung Diseases.

# COMMERCIAL.

TUESDAY, Feb. 21.

Merchandise received or sold to arrive by rail: car implements, car sprin wagons, 101 cs boots and shoes, 44 bxs saws, 25 cses croquet, 2 cs dry goods, 66 pkgs tobacco, 4 cs c p goods, 7 cs hats, 98 bxs chimneys, 3 cs cigars.

To morrow (Wednesday) being a legal holiday, the banks of the city will be closed. Telegraphic market reports will be meager.

To-day's recorded produce receipts include some received several days since and not then noted.

Schr Mischief reached San Francisco 17th inst. from Yaquina bay, with 12 bbls 371 cs salmon, 20,000 ft lumber.

PRODUCE RECEIPTS—Past 24 hours include 82,158 ctls wheat, 5053 bbls flour, 3437 ctls oats, 150 ctls barley, 1159 ctls bran, 2245 ctls millstuff, 4144 sks potatoes, 16,873 lbs hides, 10 pkgs butter, 122 cs eggs, 404 bxs fruit, 155 pkgs dried do, 31,932 lbs hops, 250 sks onions, 35 bags.

FREIGHTS—Apparently no demand for tonnage, holders of which are rather firm in their pretensions.

WHEAT—Eastern markets weak and for the most part lower, cables being of very quiet markets abroad. Our market rules quiet. It is stated that considerable valley at Salem and points beyond on river has lately been sold to go to San Francisco. For this something between $1 24 and $1 25 here was reported paid. Walla Walla grades seem to be quite firmly held.

FLOUR—Fair movement and quiet market, values showing no change.

OATS—Light local trading and market unchanged for the most part.

POTATOES—Little disposition to buy, advices being unfavorable. The quoted range here is 65@70c with Burbanks favorite.

EGGS—Hardly so firm at 20c.

### THE ENGLISH SALMON MARKET.

The London *Grocer's Gazette* of January 23 says of the market in that city: The demand for salmon continues very good; buyers are reluctantly paying the present high prices. The Vitiata, the only direct ship from the Columbia river, bringing 17,000 cases, docked yesterday. The entire cargo has been disposed of. Nearly the whole of the cargo of the Titania has gone into consumption, and dealers are already short of stock. The total supplies for this country for the season are under 100,000 cases, being very considerably under the annual consumption, which is estimated at 350,000 to 400,000 cases per annum.

Of the Liverpool market the same journal says: During the present week the activity displayed in salmon throughout the month has been intensified, and many firms who have hitherto refrained from operating have been forced to purchase at full market rates, and, considering that operators will not buy to a greater extent than their urgent requirements necessitate, the volume of business done is extremely encouraging to holders.

## MARKETS BY TELEGRAPH.

### NEW YORK STOCK MARKET.

NEW YORK, Feb. 21.—The stock market was a little more active, but the general list was dull and lackluster throughout the day. Advances are for fractions. Government securities were dull and steady.

### MONEY, BONDS AND STOCKS.

NEW YORK, Feb. 21.—Money on call easy at 2 to 2½, closed offered 2. Prime mercantile paper, 4½@5½. Sterling exchange quiet and steady; $4 84½ for 60-day bills, $4 85½ demand.

BONDS.

| | |
|---|---|
| U. S. 4s (registered) | 125½ |
| 4½s (coupon) | 107½ |
| 4s (coupon) | 126¾ |
| Pacific 6s | 120 |
| 1868 (registered) | 106¾ |

STOCKS.

| | | | |
|---|---|---|---|
| American Express | 107 | Northwestern | 103½ |
| Canada Pacific | 57½ | Or. Improvement | 51 |
| Canada Southern | 53½ | O R & N | 99¾ |
| Central Pacific | 39½ | Transcontinental | 29¾ |
| Burlington | 74 | Oregon Imp. Co | 25¾ |
| Delaware & L. & W. | 130¾ | Reading | 66¾ |
| D. & R. G. | 21 | Rock Island | 112¾ |
| Erie | 26¾ | St. Paul | 76¾ |
| Lake Shore | 90¼ | Texas Pacific | 14¾ |
| Louisville & Nashvle | 59¾ | Union Pacific | 56¼ |
| Michigan Central | 80¼ | U. S. Express | 72¾ |
| Kansas & Texas | 16 | Wells, Fargo | 128 |
| N. Y. Central | 107¾ | Western Union | 78½ |
| Northern Pacific | 34 | | |

### MONEY MARKETS.

LONDON, Feb. 21.—Consols, 102 3-16. Silver, per fine ounce, 44 1-16d. Bank of England rate of discount, 2½ per cent.

NEW YORK, Feb. 21.—Silver in bullion per ounce, 95½c. Sterling exchange long, $4 85½; short, $4 87. U. S. bonds: 4s 125½, 4½s, 107¾.

SAN FRANCISCO, Feb. 21.—Transfers, 22½; exchange on London, six days, $4 84½; documents, $4 84.

### SAN FRANCISCO MINING STOCKS REPORT.

SAN FRANCISCO, Feb. 21.

Mining shares were weak and generally lower.

| | | | |
|---|---|---|---|
| Con. Cal. & Va. | 15 | Ophir | 2 62 |
| Hale & Norcross | 10 | Sierra Nevada | 5 87 |
| N. B. Isle | 7 50 | Belcher | 5 75 |
| Crown Point | 5 | Challenge | 5 12 |
| Best & Belcher | 6 62 | Potosi | 4 87 |
| Gould & Curry | 4 50 | Union | 2 50 |
| Sierra Nevada | 4 50 | Bodie | 2 87 |
| Imp. Belcher | 3 50 | Alta | 2 00 |
| Navajo Queer | 3 87 | Utah | 1 75 |
| Mexican | 6 25 | Hamilton | 1 50 |
| Overman | 2 75 | Andes | 1 50 |
| Peerless | 1 40 | Justice | 1 40 |
| Peer | 55 | | |

### SAN FRANCISCO MARKETS.

SAN FRANCISCO, Feb. 21.—Receipts—Wheat, 3,060 ctls; flour, 24,000 pkgs; barley, 8500 ctls; oats, 450 ctls; potatoes, 6500 sks.

Freight—Quiet, but tonnage is steadily held. No new business reported.

Wheat—Steady; general features of the market unchanged; quote No. 1 shipping $1 32½@1 32¾. Options quiet and easier. Sales of No. 1 white later season, 100 tons at $1 32½, 100 tons at 32¾, 100 tons at $1 32½, 1000 at $1 32¾.

Barley—Spot market steady with a fair demand. No. 1 feed, 80@85c. Buyer season opened 85½c, buyer year 92½c. Buyer season closed 80½c, buyer year 92½c.

Oats—Quiet, but steadily held. No. 1 feed $1 45@1 47½; good feed, at $1 40@1 42½.

Butter—Weak and lower; choice fresh roll, 30@35c.

Eggs—Dull and easier; fresh ranch 21@22½.

### NEW YORK MARKETS.

NEW YORK, Feb. 21.—Wheat slightly better. Opened 89¾, February, 89¾c March, 91¾ April, 91¾c May, 91¼c June. At noon—89¾ February, 90¾ March, 90¾ April, 91¼c May, 91¾ June. Closed—89¾ February, 89¾ March, 90¾ April, 91¾ May and June.

### MISCELLANEOUS.

NEW YORK, Feb. 21.—Petroleum opened strong, but declined and, closing steady at 87¼c. Sales, 4,500,000 barrels.

Hops—Unchanged.

Sugar—Dull; Porto Rico A, C and F, 2 11-16c; refined, quiet; yellow, 5¼c; confectioners' A, 5¾c.

Wool—Light demand; domestic fleece, 22@37c; pulled, 15@34c; Texas, 1 @22c.

Copper—Steady; Lake $16 25.

Lead—Firm; domestic, $4 25@4 30.

Tin—Steady at $23 85.

Coffee—Spot, fair Rio, nominal; options, 25@40 points lower and more active. Sales, 135,000 bags.

### CHICAGO MARKETS.

CHICAGO, Feb. 20.—Wheat dull. Opened 89¾ May, closed—75¾ February, 76¼ March, 80¾ May.

Provisions: Pork $14 10 May; lard, $7 87½ May; ribs, $7 45 May.

### CHICAGO LIVE STOCK MARKET.

CHICAGO, Feb. 21.—Cattle—Receipts, 7000; market dull and 10@15c lower; steers, $3 10@5 15; stockers and feeders $2 30@3 35; Texas cattle, $2 45@4 10.

Hogs—Receipts, 16,000; steady and firm; mixed, $5 00@5 40; heavy, $5 30@5 70; light, $4 90@5 35.

Sheep—Receipts, 4000; steady; natives, $3 50@4 85; Western, $4 80@5 35; Texans, $3 25@4 25.

### WOOL MARKETS.

PHILADELPHIA, Feb. 21.—Wool, steady and unchanged.

BOSTON, Feb. 21.—Wool steady.

### Foreign Markets.

#### BERRBOHM GRAIN REPORT.

LONDON, Feb. 21.—Wheat shipments from California, Bombay and Australasia during the past week were 800 qrs to U. K., and 7500 qrs to continent, against nothing to U. K. and 10,000 qrs to continent same time last year. Wheat cargoes on sale off coast, nothing offering. Cargoes on passage firmly held.

LIVERPOOL, Feb. 21.—Spot wheat steady, Maize, upward tendency.

PARIS, Feb. 21.—Spot wheat firm; flour quiet. French country markets, firm.

LIVERPOOL, Feb. 21.—3 P. M.—Imports into U. K. past week, wheat, 190,000 qrs; flour, 152,000 sks. English country markets turn dearer. Spot wheat, steady; demand improving. Options steady; No. 1 California 7s 8½d February, 7s 9½d March, 6s 9½d April, 6s 10d May, 6s 10-4d June.

#### LIVERPOOL GRAIN MARKET.

LIVERPOOL, Feb. 21.—Wheat, firm and in fair demand; holders quote moderately; California No. 1, 6s 8d per cental. Corn, dull and lower; new mixed Western, 4s 9½d per cental.

## SHIPPING INTELLIGENCE.

### DOMESTIC PORTS.

SAN FRANCISCO, Feb. 21.—Arrived—Ship Richard Hill, Schr Lizzie Ardell, Coos Bay; brig J. M. Griggths, Port Townsend. Sailed—Steamer Columbia, Portland; ship Detroit, Port Townsend.

TACOMA, Feb. 21.—Sailed—Schr Reporter, San Diego.

ASTORIA, Feb. 21.—Wonder left up with bark John Worster last evening. Oklahoma left up 2:30 P. M. with Br ship Cumberland; star Idaho arrived in 10:30 A. M. from Seattle, and left up 11:30 A. M.; collier Walla Walla arrived down 1 P. M. At 5 P. M., thick and calm.

### FOREIGN PORTS.

LIVERPOOL, Feb. 18.—Sailed—Br bark Madeira, Tacoma.

### Well Fixed.

Merchant Traveler.

"Sir," said the suitor, "I have come to ask the hand of your daughter." "Um! I don't know whether you are financially qualified to be my son-in-law. How do you get along in your business?" "I am sorry to say that I have been obliged to make three assignments during the past five years." "Three times! I guess you can marry my daughter. You ought to be pretty well fixed by this time."

YOU CAN CURE A SORE THROAT with the help of Dr. Jayne's Expectorant, a good remedy for Coughs, and all Throat and Lung Diseases.

NEW YEAR'S ILLUSTRATED OREGONIAN, 24 pages. Copies mailed to any address. Price 25c.

## LIST OF LETTERS

Remaining in the postoffice at Portland, Oregon, Feb. 20, 1888. Persons calling for these letters will please state the date on which they are advertised. They will be charged for at the rate of one cent each.

| WOMEN'S LIST. | |
|---|---|
| Allison, Miss May | Kelley, Mary C |
| Adams, Mrs Lewis H | Knowles, Mrs F H |
| Banks, Mrs A | Laurent, Miss K |
| Bessing, Lidna | Leonard, Miss Louis |
| Biddy, Miss Marie | Lindsay, Miss Carrie M |
| Bigbery, Miss Al ce M | Landenberger, Miss Kate |
| Brown, Lizzie | Lad. Miss Burtie 2 |
| Brown, Miss Minnie | Lad. Miss Bessie |
| Bissit, Miss Minta | Lee, Bertha B |
| Baugher, Miss Fannie M | Lawyer, Mrs Henry 2 |
| Barton, Mrs E D | |
| Barrett, Miss Minnie | May, Alma |
| Berry, Miss Mattie | Meahen, Mrs Mary |
| Bentler, Mrs Lucy J | Merwin, Mrs Lillie |
| Bennett, Miss Clara | Merrill, Mrs George |
| Bonner, Miss Eva | Mitchell, Mrs Clara |
| | Moon, Mrs W H |
| Carey, Miss Maryette | Murch, Francis M |
| Carpenter, Minnie | Martine, Miss Florence |
| Combs, Miss Vicca | Mary, Miss |
| Cavers, Miss Edith | McCourt, Miss Martha |
| Copeland, Miss Dora | Morton, Miss C |
| Cox, Miss Sena M | Martin, Mrs A A |
| Cook, Mrs B B | Miller, Miss Essie |
| Cook, Mrs Kate | Miller, Miss John |
| Cook, Mrs Fannie J | Miller, Mrs Florence |
| Cool, Mrs Maggie | Moore, Mrs H |
| Collins, Mrs M | McLeoud, Miss Sarah |
| Crosier, Mrs Harding | Murphy, Mrs |
| Chesney, Miss Effie | Murphy, Mrs Wm |
| Chambers, Mrs Ann | Marsh, Mrs Marie E |
| Chambers, Mrs Eva E | |
| Cornelius, Mrs Caroline | Newell, Mrs C A 2 |
| Clark, Mrs Nellie | Nelson, Miss Carrie |
| Clark, Mrs Sadie | Nelsson, Mrs Annie |
| Capp, Miss Cassie | |
| Crawford, Miss Clara | Olson, Miss Martha |
| | O'Neil, Mamie |
| Darst, Miss Nettie | |
| Daniels, Miss Mary 2 | Parsines, Miss Nancy |
| Dalton, Miss M A | Perry, Miss Ella |
| Dickerson, Mrs Fr | Pecuel, Miss Ella |
| Doughty, Miss Clara | Peake, Miss Dorie |
| Donovan, Mrs Hattie | Pearce, Mrs John F 2 |
| Dougherty, Miss Sarah | Pray, Mrs Lillie |
| Dargin, Mrs Rosa | Patterson, Miss Sion |
| Dalton, Mrs E P | Putzenglil, Mrs A J |
| Dawson, Miss Fanny | Porter, Miss Mellie 2 |
| Embley, Miss Carrie | Reed Mrs Ephemia |
| Enders, Mrs E | Rutherford, Mrs Emma |
| Erickson, Miss Emily | Reiter, Mrs William |
| Ehlbeck, Emma | Rokkles, Mrs Jennie M |
| Ennough, Miss Annie | Rhodes, Miss Belle |
| Evings, Mrs Clara B | Rothilfe, Mrs Josephine |
| | Rhett, Mrs William |
| Fielding, Ethel | Ruff, Mrs H C |
| Farmer, Miss Maggie | Ross, Mrs Charles 2 |
| Geppert, Miss Mary | Stanins, Miss Mattie |
| Gibson, Mrs Eliza | Shiller, Mrs E |
| Goldman, Miss Nettie | Sheldt, Mrs H C |
| Griffin, Miss Lillie | Shiller, Mrs E |
| Green, Miss Mary | Smith, Miss O R |
| Grunvill, Miss Mary | Smirt, Mrs Lavina |
| Guthrie, Miss Amanda | Smith, Miss Mary M |
| Gray, Miss Ethel | Smith, Miss Minnie |
| | Steel, Mrs Lizzie |
| Harzhon, Miss Louise | Steinbach, Miss Christina |
| Harriman, Mrs Elizabeth | Saunders, Mrs James |
| Hathaway, Mrs H D | Scott, Mrs Mary |
| Hewson, Hattie L | Snider, Miss Lizzie |
| Hingly, Miss May | Schwartz, Mrs J T |
| Hickman, Mrs Huldah | Schenker, Miss Pauline |
| Hoffman, Miss Susie | |
| Hospelhaun, Mrs Chas | Tilly, Mrs Mande |
| Hume, Miss Nellie | Trumplesmire, Mrs Angie |
| Handley, Miss Emma | Tubbis, Mrs Nettie |
| Harlow, Miss Ida | Thornton, Mrs Minnie |
| Henderson, Mrs R | Thompson, Mrs Jennie |
| Judson, Miss Daisy | Wand, Mrs Millie |
| Jacques, Miss Frances | Wegenstein, Mrs Phillip |
| Jamieson, Mrs F M | Weller, Miss Sadie |
| Jennings, Mrs Mamie | Wolf, Mrs Lizzie |
| Johnes, Mrs M E | Wolf, Mrs M |
| Jones, Mrs H L | Wallace, Miss Elsie |
| Jones, Mrs S A | Warren, Mrs M S |
| Jones, Miss Belle | Whitcomb, Mrs L S |
| Jones, Mrs M W | |
| Johnson, Mrs Julia | Young, Miss L 2 |
| Johnson, Miss Julia | |

| MEN'S LIST. | | |
|---|---|---|
| Austin, O | Hocker, C S | Peeples, H A |
| Ashley, F E | Husby, Edvind | Pierce, Charlie 2 |
| Aiken, Frank | Humbbe, Thos L | Pettigrew, JN 2 |